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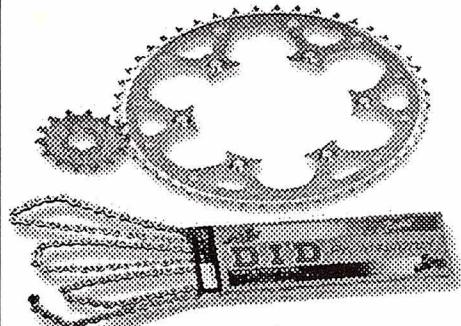


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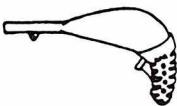
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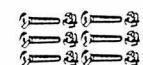
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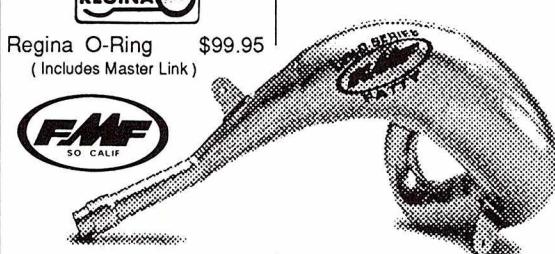
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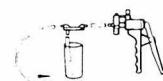
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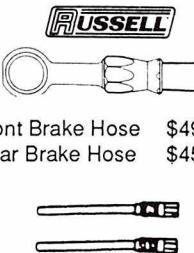
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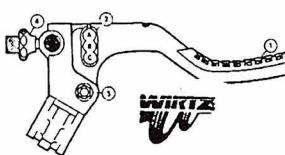


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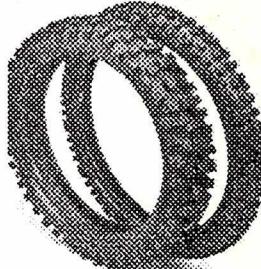
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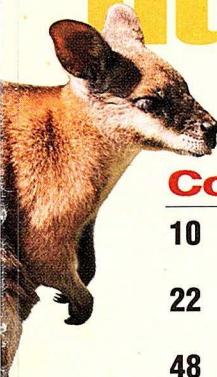
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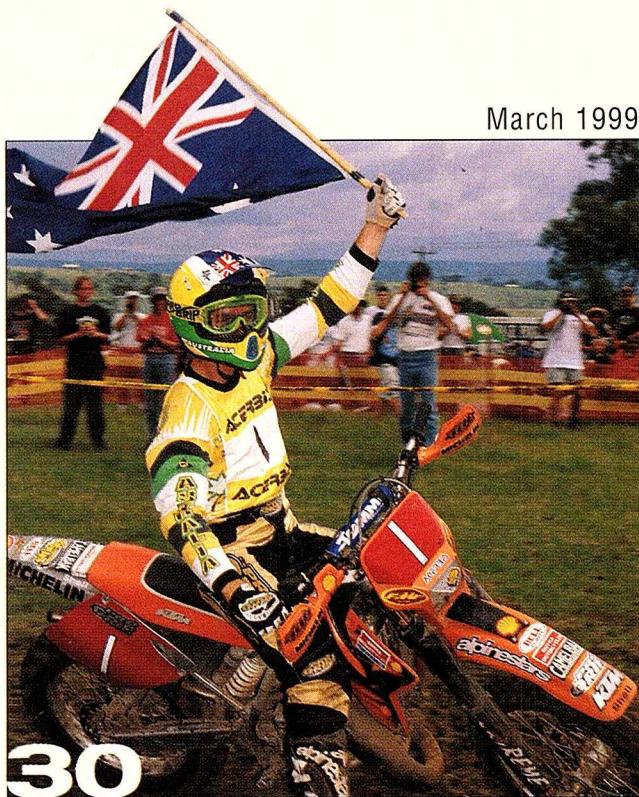
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March 1999



ON THE COVER: ISDE veteran Drew Smith has been a Six Days competitor 19 times. He's been on the Trophy team, the Vase team and many times as a club team rider, but he still can't leave it be. "I did it because I could do it!" Smith tells us. "It's a great event for so many reasons; it's a great adventure." He hopes to qualify in '99 and make it an even 20. Photo by Paul Clipper.

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by Paul Clipper

Local Riding



Way back in the over-used corners of my brain I remember someone, a long while back, stating one of the many "laws" of dirt bike riding. The speaker pointed out that any kind of potential trouble experienced on a trail ride was proportional to the number of riders in the group. Simply stated, the more knuckleheads you're riding with, the more likely you're going to have to wait while one of them fixes his bike out on the trail. I've also noticed two other things in modern group riding: 1.) The more riders you have, the more cell phones you'll have available (the ratio seems to be one for every five riders these days), and 2.) You're going to need the cell phone to call in the helicopter to haul out the guys who always manage to wrack themselves up in a big group.

Over the years I've always found the above to be true...except for the cell phones, they're a more recent phenomenon. Way back, in the gray, hoary past, it was a plain and simple fact that large groups equaled many breakdowns. I can remember rides where we only seemed to move forward about three miles at a time, as everyone experienced some sort of bike trouble—thrown and broken chains, flat tires, no brakes, fouled plugs, broken reeds, and on and on. The older bikes just weren't as reliable as they are now; we still get breakdowns, but they seem to occur a lot less often than they used to.

Crash-inflicted damage is always a concern, and it seems the bigger the group, the better the probability that you're going to have a bleeder on the team. I've seen more than my share of broken collarbones, arms and legs out on the trail, always a result of great enthusiasm so therefore never to be pitied. You were having a ton of fun when that limb failed, weren't you? Now you've got six weeks to look forward to having that much fun again!

Anyhow, the point of all this is that we

had a large group ride a couple of weeks ago, and it must have been the most amazing local ride I've ever been involved with. We started out with 40 riders, from top-level A class enduro riders to good C riders, young and old—a real thorough mix. We even had a 13-year-old kid on an 80, with no hand guards!

The pessimists among us would look at a group like this and just know that there was going to be trouble, but that's where the amazing part came in. We rode 75 miles, had no bad crashes, no injuries, and no breakdowns at all.

Maybe I'm suffering the delusions of too little time on a bike, but this day struck me as a miracle easily on the same order as the loaves and fishes. We had 40 people excited about riding, a perfectly beautiful day—near 75 degrees, and this is after Thanksgiving—and the ambition to cover a lot of miles in limited daylight. Something awful had to happen, but it never did.

Of course, that's not to say that I didn't try my best to tempt fate.

I have a million excuses, few of them valid, but I haven't gotten a lot of saddle time in the past six months. Most people tend to get a little rusty when they don't ride, and this particular morning I was creaking like the Tin Man. I tried to remember the last time I'd ridden my bike, and I couldn't do it. I did remember riding it at Rhody and the Berkshire Mudslinger, so let's see, Rhody was in July and the Mudslinger was the first weekend in August. And here it was almost December.

So I was chomping at the bit to blow the cobwebs out of my 200, and fairly certain that it would finish the day without trouble. The one positive thing I'd done to the bike was install a brand new chain and set of sprockets the day before. This is after noticing that the old countershaft sprocket was starting to shed teeth—not a good thing. At the same time I'd replaced the spoke that broke off last

year, so I knew I wasn't going to have any driveline troubles.

No, the bike was set, it was the body that was suspect. As the machine warmed up I tried to remember the last time I had even ridden the local trails, and all I could figure was back in February. It didn't take long to recall what I'd been missing. South Jersey trails are like spectating an enduro; you ride 100 feet and you've pretty much seen every possible variation in terrain that you'll see all day. (To enduro spectators we recommend that they just stay alongside the road when they're watching, since it's going to look the same whether you stand right there or walk a mile.) The trails are tight down here. You get your exercise sawing the bars back and forth avoiding the scrub pine trees, and possibly holding on for dear life on the whoop-de-dos. There wouldn't be any whoops on this ride because our leader was intent on avoiding them. The tight stuff was everywhere, however.

Within the first mile I remembered a product I was going to invent. I think about it every time I ride down here. It's going to be a brush guard for your feet. I thought of a cable hooked between the toe of my boot and the

Most people tend to get a little rusty when they don't ride, and this particular morning I was creaking like the Tin Man. I tried to remember the last time I'd ridden my bike, and I couldn't do it...

frame, like we do with brake pedals and shifters, but dismissed that idea for a number of practical reasons. Next I figured that someone could build a skidplate that came out to the tips of the footpegs and then rolled up to the front down tube. You see, I have these huge feet. They're size 12, and I don't really think of them as large, although 12 does happen to be the largest common size for a lot of shoes. They suit me fine, I'm not complaining. They're a nice, stable platform for walking, the trouble is that they always get in the way on a bike.

The trails around here—the better trails—are all of about 8-inches wide and bordered on each side by some of the

nastiest vine-brush in the country. You're going to get whipped with this stuff even if you're deadly accurate and stay on the trail the whole time. I am not particularly accurate when it comes to line choice, so I spend a fair amount of time in the edges of the scrub, with my feet constantly being pulled off the pegs and dragging behind me. My favorite is picking up a broken branch over the top of my instep, getting it ripped off the pegs and then not being able to pull the offending foot back up until I shake the branch off.

You have to picture it. Imagine riding behind someone who weaves off the trail like a drunken cowboy, then seems to swing a leg back for no real reason. Just about the time you think this guy is going to put his foot back on the peg and keep riding, he swings it farther back until he looks like he's trying to kick himself in the back, and then fights for control as he tries to get his foot back through all the brush. Stupid-looking yes; I've done it with both feet at once, and at that point it starts looking like a candidate for an Olympic sport. I had plenty of opportunity to break a toe on this ride, and I didn't.

Foot guards. Enduro Engineering, think about it.

The other thing that you always notice out here is your handguards. There's always something to hit, all with varying pain levels attached to the impact. I can't imagine the kid riding with no handguards—he gets the stud of the day award in my book. I've gotten to the point where I know just how wide my bars are, and if a set of trees is coming up that looks just marginally too close, I'll intentionally nip one of them with the end of the handlebar, just to make sure I can clear the other side. The theory here is that a little planned hit is better than accidentally slamming something hard enough to knock your shoulder out of joint.

I usually hit on the right side, I don't know why. Maybe because I'm right-handed, and I have more confidence in that side. Whatever, I'll nip trees here and there and think nothing about it. For the record, I'm running cut-down bars that measure 30.5 inches tip to tip, including the handguards. I know, it is kind of wide, but so far I've been too lazy to knock that extra inch off. Still, once you get used to the width of your bars, you're set—at least until you ride someone else's bike. Of course, I did that on this ride; I switched bikes with Mark Uth for awhile.

His bike had bars that were either stock or close to it, and that means probably

33.5 inches to the tips of the handguards. Thank goodness he had handguards on the bike at all, because I'd be typing this one-handed if he didn't. He's got a nice bike he's riding—one of the test bikes. It is a ball to buzz around and try all sorts of stupid superhuman stunts (such as threading through the trees like a gazelle). I tried the gazelle thing and slammed that extra inch of handlebar into a tree so hard I thought I'd popped my right eye out. And just in case you thought that an old dog can learn, I did it to every tree I came

close to. But I still didn't break a finger.

As a matter of fact, nobody did. And nobody broke any toes, either. And nobody broke their bike. Basically nothing at all happened, except one thing: we all had a ton of fun. We dodged hunters, skidded around trees, cheated the reaper and basically had a ball for 75 miles of trail, until the sun was way low in the sky. It was so much fun I went out and did it all over again the next weekend.

And that's what this is all about now, isn't it? ■

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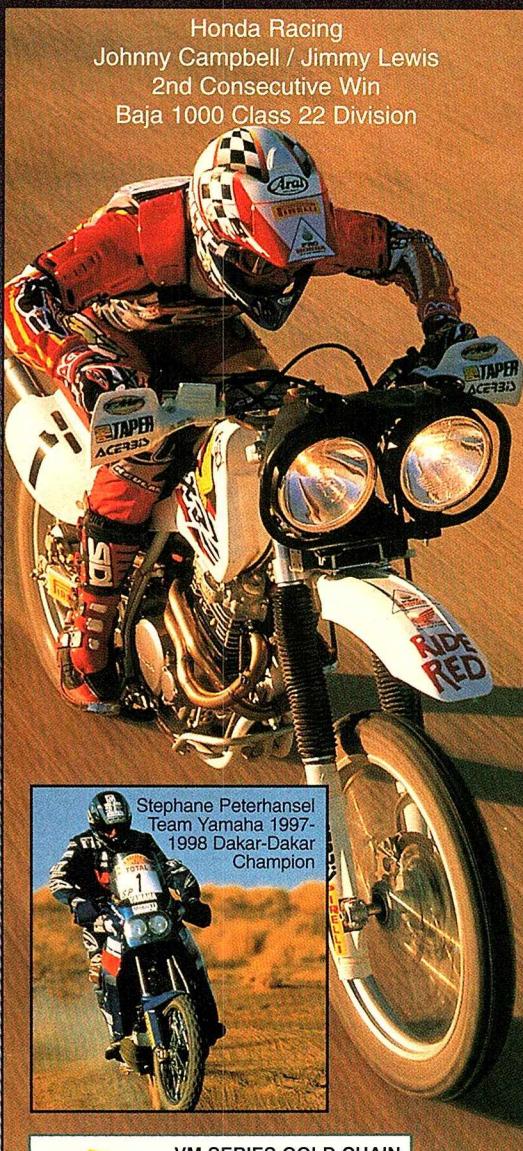
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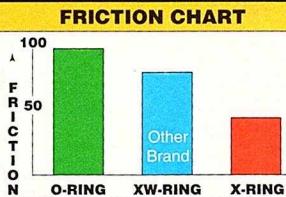
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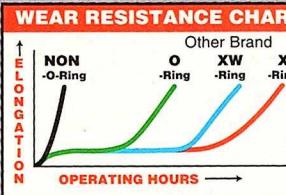
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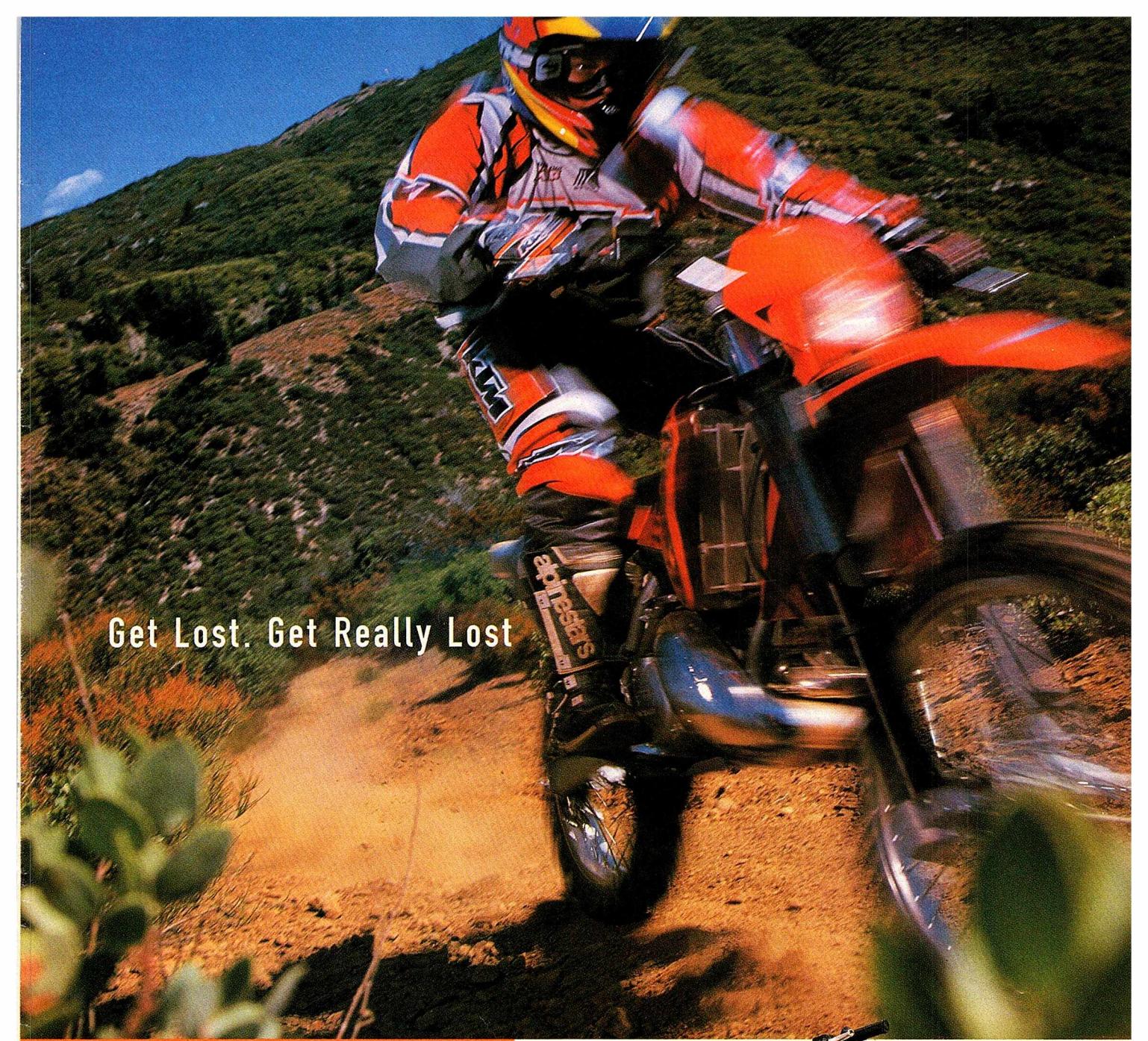
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We've noticed a lot of guys going to the races with vintage pickups these days. There are either a lot of vintage enthusiasts out there, or you're all just so cheap it hurts. We received a press release in the mail that may be of interest to you cheapos—er, vintage enthusiasts. Auto Custom Carpets sells a unique plush polyester marine-grade carpet molded to a polyethylene foam pad that is the exact fit to the bed of a vintage pickup. The Vintage Bedliner is waterproof, oil- and gas-proof, and non-skid, unlike a hard plastic bedliner. They're available to fit a '54 Chevy, the '68 to '72 El Camino, the '55 to '87 Chevy Stepside, '53 to '79 Ford Stepside and '67 to '72 Chevy Fleetside—all short wheelbases. The company says you can clean the carpet with a vacuum, soap and water, air compressor or a power washer. The Vintage Bedliner fits without holes, using magnetic hook and loop fasteners, so you can pull it out if you have to haul manure, or something similar like that drippy old vintage bike you own. Call Auto Custom Carpets at 1-800-ACC-MATS and tell them they oughta supply *TR* with new van carpets for this plug we're giving them.



Rally in the Valley

Former ECEA champ Mark Spence hosted his third annual Rally in the Valley last fall, a well-attended trail ride in the Manassas, Virginia, region that regularly draws riders from well up and down the east coast. Run the day before the ECEA sanctioned Budds Creek hare scrambles, many attendees used *chez* Spence as a stopover on the way to the race. Otherwise it was just your typical fringe element, including (but not limited to) sycophants, hangers-on, wannabes and the generally twisted, with a special nod to the outlaw contingent from South Jersey. Festivities began on Friday evening as riders arrived—most wound tighter than a snarling pack of five-year-olds in a Furby feeding frenzy thanks to the infamous D.C. beltway traffic. Fortunately, our host had just the road rage cure—the fermented kind that magically flows from a tapped barrel.

In spite of the Friday evening revelry, the crew was up bright and early at the crack of 10 a.m. for the planned Saturday ride. A 20-something-mile A-loop lay at the trailhead, one that snaked its way over and



around a heavily forested wood lot of several hundred acres. Picturesque autumn trail sections were divided by paths that slashed through steep ravines, streams and off-camber hillsides. No doubt this was the absolute rootiest place on earth, as webs of interwoven roots were broken only by numerous monster log crossings. The clay-based soil was dry and forgiving, enough so to be called tacky. Had it been wet though, things would have been quite hazardous.

New NETRA Schedule

We just received the new race and ride schedule for the New England Trail Rider Association (NETRA) for 1999, and it looks like a ton of great riding. There are 11 enduros on the schedule, 12 hare scrambles, eight turkey runs, 14 Junior enduros and 17 Nervous Novice and other specialty events. From May through November, there's literally something to do every weekend. Cool this year is a round of the AMA National Hare Scrambles series, happening at Central Vermont on July fourth.

Generally, New England riding is tough, slow, rooty, rocky, rutty and muddy, but there's something about it that leaves a lot of us slack-jawed and starry-eyed. If you are even close to Connecticut or Massachusetts you should get a NETRA schedule and plan on doing some events. If you don't live close, you might think about moving there. The winters might be a little cold, but the summer riding is prime! For more information or a race schedule, call NETRA at (860)875-5757.

Numerous notable persons and ECEA hotshots attended, but will remain nameless for their protection. However, a record of the day's ride was filmed to be viewed later that evening during the hoe-down, held at a secret backwoods location. To choruses of hoots and hollers, no act of spody saddlemanship went unpunished. Spence's event flyers touted: "It's more fun than rehab!" and it certainly was. Our response: "Rehab is for quitters!" so I guess we'll see ya next year.

OCCR Club Hare Scrambles

The ECEA Ocean County Competition Riders held a club hare scrambles this past fall in Whiting, New Jersey, which by itself is certainly not earth-shattering news. However, the format under which riders competed was something new to us and worth passing on. Instead of your typical hare scrambles competition (twist it for hours, then stop), riders were paired up into two-man teams. The teams alternated laps, each passing a sort of baton to their teammates as laps were completed. Additionally, those teammates were selected at random (drawn from a hat) which pretty much eliminated any chance of anyone stacking the deck in order to win. Laps around the 8-mile OCCR course took 15 or 20 minutes, so it was kind of cool being able to lounge around, like at an enduro reset or gas stop, until your partner came in. Then of course, it was off to the races. It was a fun idea, and we think that a two-man team class wouldn't be a bad idea for an association-sanctioned hare scrambles as well.

Eternal Sprockets

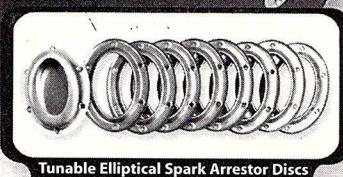
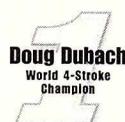
I've wondered for years why someone doesn't market a stainless steel sprocket for dirt bikes. All you need to do is ride one horribly muddy New England event, or even a really wet, rainy sand run, and look at your expensive alloy rear sprocket. Bad weather really chews it, and if you screw up and have the wheel position adjusted wrong, or the chain too tight, you can ruin a rear sprocket in one ride. A lot of New England guys run carbon steel sprockets, but they are heavy, they rust, they can bend fairly easily and they'll still wear out.

I figured stainless steel sprockets were the way to go, but I asked a sprocket company about them once and only learned that stainless was impossible to mill into a sprocket with any kind of economy. That was true then, but this is now. Vic Krause, of Sidewinder Sprocket fame, has never been one to shy away from a challenge. "You know," he told *TR* in a phone interview, "I've wanted to do a stainless steel rear sprocket for years, but quite frankly the manufacturing technology was just not available. Only in the past few years have they developed laser cutting equipment of a class that makes this sort of product even feasible for a realistic price. Yes, it's going to cost more than a standard sprocket, but there's one big benefit here: you're not going to wear this sprocket out in one nasty mud run. You won't even wear it out in a season of muddy rides! Also, the toughness of the material allows us to keep the finished product incredibly light—we're producing SLX-200 sprockets that are 40 to 50 percent lighter than stock carbon steel sprockets."

We know Krause is serious about that statement. A stainless steel sprocket is much harder than anything else you can buy; far harder than the chain and front sprocket. In fact, we would expect riders to go through at least two or three chains before having to think about replacing the stainless steel sprocket, which makes the \$119.99 price tag look a lot more reasonable. We have one of the new Sidewinder SLX-2000 stainless steel sprockets on one of our most-used woods beaters right now, and we'll report on the wear factor later in the year. In the meantime, if you want the latest technology in bullet-proof rear sprockets, call Sidewinder right now at (630)513-1000.



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ECEA Enduro Series

Delaware State Enduro

By Mark Uth • Photos by Keith Silva

Round 19 Delaware City, DE 10/25/98

Perhaps a prelude to gold medal success at the Australian ISDE, Chris Smith struck gold at the ECEA Delaware State Enduro, his first foray into the winners circle of the '98 season. Whipping his Honda XR250 into a phrag-slammimg* frenzy, Smith posted section best scores in half of the day's tests, dropping 12 points en route to the victory. Close on his heels were Bromley Suzuki/KTM-sponsored riders Fred Hoess (Suzuki) and Rich Lafferty (KTM), who each carded 13 points on the day. Lafferty grabbed the second place trophy on emergency points, beating Hoess at check #9, the check-out to the piece that ended the long and arduous second loop. Hoess, already having wrapped up the series championship, explained that he got off the trail in that section, carding an extra point and associated e-points that pushed him down to third in the standings.

For the first time in many years, the DER run was not on the AMA National Enduro Series schedule, reduced to a simple ECEA run. As a result, many riders, this author included, wrongly assumed that it would be a simpler, friendlier fun ride, instead of the usual grueling death march intended to punish the country's top-level riders. Guess again. Bolstering these false hopes, race day was graced with uncharacteristically beautiful weather. Mild temperatures rose from 40-degree morning lows to something above the 60-degree mark. Skies were bright and sunny all day with comforting light breezes. As a result of a near rainless fall, and none immediately preceding, it was very dry across the Delaware countryside, no doubt the most parched DER run in a decade or more. Dust associated with these tinder box conditions had many riders musing that they'd prefer a little wet slickness (surely they jest).

Run from the National Guard Armory in Delaware City, the club persisted in laying out a hearty 110-ground-mile course separated by two gas stops that each allotted a 40-minute layover. There were minimal resets during the day, a nominal 4-mile reset during the entire 40-mile morning loop, and a similar 5-mile jump

*phrag: a possibly local nickname for the prevalent marsh reeds found abundantly in sections of this enduro; *phragmites*.



Sometimes a bridge is a good thing. Without this one, this rider would be stuck in a deep ditch with about 200 of his closest friends. Background Photo: Riders tackle a piece of fast Delaware trail. It looks nice and fun, but it just goes on and on and on.





A lone Husky rider hits a check-out with hundreds of acres of phragmites reeds behind him. This is classic Delaware.



Meteor's Mike McHale carves himself a piece of dark woods. He finished second A Four-Stroke this time out.

during the course of the 46-mile midday loop. The third loop slacked off a bit, only covering 24 miles, but there were no resets within. As a result, most riders spent the day racing to stay on time with practically no chance to rest or regroup.

If there are any defining characteristics of the Delaware Enduro, it's got to be the reed sections hewn in stands of forgiving phragmites reeds and the sluice, a rock-filled drainage gully. Some things never change. The majority of phrag sections were run in the fast morning loop, sections zeroable by top riders, while only clipping lesser riders for a point or two. In spite of encroaching development all around it, the club once again managed to splice in the Sluice, run downstream this year early in the second loop. Dry conditions, however, meant that there was hardly enough water to drown out a moped.

The sluice was unfortunately followed by a seemingly obligatory and stupidly frustrating 2 mph section that

dragged on for a full four-tenths of a mile. At three minutes for every tenth of a mile, this spent 12 minutes of daylight. In between there were just miles and miles of brown earthen singletrack trail—run through a collection of wood lots, farm fields and reclaimed land—all blanketed with a snarl of vines, briars, roots and twisted softwoods. It doesn't nearly compare scenically, or for that matter technically, to Michaux or Canyon, but boy, it sure can take points.

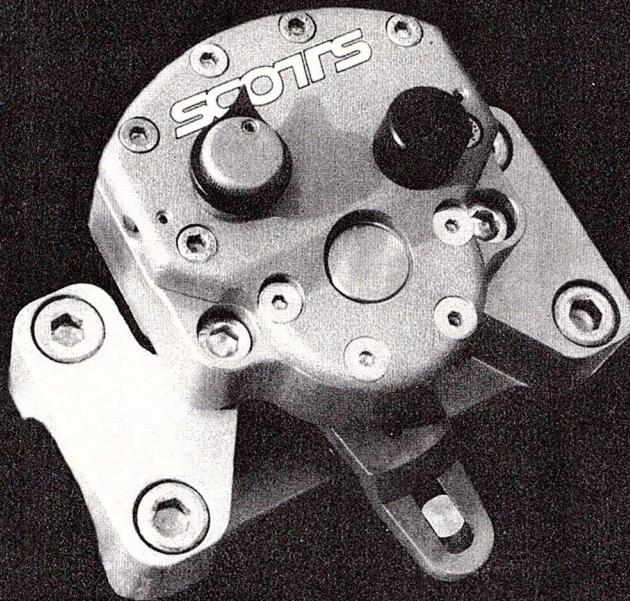
A handful of top competitors from the AA class zeroed the morning loop, while a good A class score was one or two points down. For the most part, the race was decided during the second loop in sections that included three points-taking checks. It was here that Smith won the race, dropping a total of 10 by going 4-1-5 through the tests. Both Hoess and Lafferty bested Smith at the first check, carding threes, however, each dropped off the blistering pace set by the XR pilot, dropping a cumulative total of 11 and 12 through the sec-

Delaware State Enduro Class Results

Grand Champion Chris Smith	Hon 12	A Open 1. Mark Hummel 2. Allen Switzer 3. Dean Spencer 4. James Landvater 5. Jeff Pritchard	Hon 22 KTM 30 KTM 30 Kaw 31 Suz 31	B250 1. Matt Lauderback 2. Dave Nash 3. Ray McKown 4. John Woods 5. Mike Berenbak	Hon 33 Kaw 36 Kaw 37 Kaw 38 KTM 39	C200 1. Frank Luppeng 2. Jeff Harrison 3. Kevin Reed 4. John Dobrosky 5. Marco Kornfeld	Kaw 46 Kaw 52 Yam 63 Yam 67 Kaw 70
High Point A Frank Vanaman	KTM 16	A Senior 1. John Farrar 2. Cliff Tenney 3. Wayne Fontanazza 4. Ed Queltzch 5. Ed Kimber	Yam 28 KTM 29 KTM 30 KTM 31 KTM 36	B Four-Stroke 1. Chuck Sullivan 2. Chris Crull 3. Al Zabroski 4. Rob Comber 5. Joe Dickinson	Hon 32 Yam 36 Hon 37 Yam 41 Suz 43	C250 1. Jason Campbell 2. Scott Koeller 3. Matt Hanes 4. Jarrod Hohns 5. Louis Meloro	Yam 40 Suz 53 Hon 58 Hon 60 Suz 66
High Point B Chris Vecchione	Kaw 28	A Super Senior 1. Tom Eberson 2. Jack Lafferty, Sr. 3. Jack Schwarz 4. George Clickner 5. Rich Trader	CRE 42 KTM 46 Kaw 55 Kaw 55 KTM 62	B Open 1. Mike Sharp 2. Michael Strauss 3. George Sigler 4. Giles Ryan 5. Rod White	KTM 33 KTM 34 KTM 36 KTM 38 KTM 40	C Four-Stroke 1. Jonh Veres 2. Brad Pace 3. Marty Heisler 4. Carl Wilson 5. Reed Houck	Suz 56 Hon 61 Hon 61 Suz 67 Hon 67
AA 1. Richard Lafferty 2. Fred Hoess 3. Kevin Bennett 4. Mark Spence 5. Craig Shenigo	KTM 13 Suz 13 Hon 15 Hon 16 KTM 22	A Veteran 1. Scott Chapkovich 2. Dave Santi 3. Rich Moyer 4. Eric Koeller 5. Dave Maco	Suz 24 Yam 25 Suz 26 Suz 28 Yam 28	B Senior 1. Gary Cramer 2. Joe Dublas 3. Jack Lewis 4. Gary Woods 5. Eric Hartem	Hon 33 Kaw 43 Hon 48 Kaw 49 Hon 50	C Open 1. Randy Grove 2. Karl Dodson 3. Mike Blair 4. Chris Tlack 5. Jim Riche	Suz 61 KTM 72 Hon 75 80 Hon 110
A125 1. Drew Smith 2. John Ross 3. Jacob Todd 4. Craig Copeland 5. Mike Bianco	Hus 24 Hon 28 Hon 33 TM 46 Yam 55	B125 1. Gerry Kitts 2. Ron Decaro 3. Randy Loper 4. Aaron Kalisher 5. Jeff Johns	TM 28 Yam 33 Hon 34 G-G 40 Hon 41	Super Senior 1. Jack Lurtsema 2. Rich Smith 3. Bill Whitcraft 4. Tom Napier 5. Tim Stibitz	KTM 49 Kaw 99 Kaw 120 Kaw 128 Kaw 140	C Veteran 1. Steve Phillips 2. Doug Allen 3. Jim Helyer 4. Paul Mourar 5. Rich Stewart	Hon 40 Kaw 47 Suz 60 Kaw 60 Yam 67
A200 1. Robert Mohn 2. Mike Sigety 3. Rob Kirkpatrick 4. Todd Quinn 5. Eric Corbin	Kaw 27 G-G 31 KTM 31 Kaw 32 Kaw 38	B200 1. Bill Hess 2. John Lambert 3. Nick Sotiropoulos 4. Rob Rankin 5. Jason Smith	Kaw 41 Kaw 46 KTM 47 Kaw 47 Kaw 49	B Veteran 1. Steve Bromley 2. Wade Johnston 3. Bruce Lowman 4. De Daner 5. Jeff Barker	KTM 29 Suz 31 Suz 31 Hon 37 Kaw 38	Masters 1. Joseph Galie 2. Sal Crocevera 3. Robert Hoover 4. Ed Baker	Yam 98 Hus 108 Hon 117 Kaw 207
A250 1. Steve Edmondson 2. Jamie Wright 3. Brian Russell 4. Jeff Moyer 5. Bob Solomon	Kaw 23 Yam 24 Kaw 29 KTM 29 KTM 30					Women 1. Kathi Campbell 2. Jennifer Eyrich	Kaw 64 Yam 289
A Four-Stroke 1. Marc Grossman 2. Mike McHale 3. Bob Bennett 4. P. Carlin 5. Steve Chapkovich	Kaw 20 Yam 23 Hon 24 Yam 25 Suz 30						

Need We Say More?

Mike Lafferty
Ty Davis
Randy Hawkins
Destry Abbott
Scott Plessinger
Steve Hengeveld
Tommy Norton
Dick Burleson
Doug Blackwell
Johnny Campbell
Ricky Johnson
Scot Harden
Tom Webb
George Waller Jr.
Josh McLevy



Larry Roeseler
Matt Stavish
Donny Book
Rich Lafferty
Malcolm Smith
Paul Krause
Duane Conner
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A Veteran Spode

By Mark Uth

It's hard to talk about the DER without whining. By design, it's a raw and unforgiving ride, one that beats you to a pulp all day long. Not in any one section, but through relentless trail and strung-together sections that sap a rider's stamina even when negotiating the fastest, easiest connector sections. Just forget about time to fiddle with suspension or casually scroll through your roll chart. You had better arrive ready to race, and race all day long.

In spite of this, it's seldom pure stamina and constitution that wins this contest. No, all the while struggling to dodge obstacles and stay on time, the course further demands a rider keep his senses tuned razor sharp for the inevitable time-keeping pitfall, purposely placed to trip up the tired and unaware. Tricky speed changes or resets chosen in conjunction with specific trail obstacles are often used to lure riders into checks at precisely the most inopportune moments. Insult to injury, perhaps. Like it or not though, this is the norm, not the exception. For riders in other associations and/or other parts of the country, it's probably easy to cross out "Delaware State Enduro" and insert your own "little ride of horrors." We know where you live.

Despite all of these, shall we say, pitfalls, no one can deny the DER is a top-notch test of enduro piloting skills and stamina of bike and body. It's always a complete day in the saddle during which a rider gets more than his money's worth.

Earning a DER finisher pin truly means something. Top-notch club and event organization sees plenty

of trail workers and crossing help out on the course, and a speedy and efficient compilation of results thereafter. Additionally, it is a race that ensures a level playing field for all competitors, one completely devoid of the insider information-feeding frenzies that poison competition in some other association runs. Surely, things worthy of praise.

Sir Charles Stapleford remains the brains behind the run, a tough-as-nails competitor who accepts no excuses for failure and no compromises in his test. We might groan and whine shortly thereafter, but we're all sending in our entries (and \$35) come next October. As a result, the DER enduro consistently attracts a shipload of riders, often exceeding the turnouts at any of the association's "easy" runs over the past several years. And if that's not an endorsement in itself, I don't know what is.

[Editor's Note: The Delaware State Enduro is back on the National Enduro Series Schedule for 1999.]



Above Left: ECEA Champ Fred Hoess used a last section rally to get closer, but not close enough. He finished second for the day at Delaware. Above Right: Former ECEA champ Kevin Bennett kept his XR250 on the main jet, and finished fourth overall, third AA.

tions, respectively. Hoess made a last-ditch attempt at the win, shaving a point at the known control and posting a one to the twos dropped by Smith and Lafferty. It unfortunately proved too little, too late.

Behind the top trio was another XR250 hound, Kevin Bennett. Bennett's 15-point score earned him fourth overall honors. Former ECEA champ Mark Spence rounded out the top five overall, pushing his Shenandoah Honda-sponsored CR250 to a 16-point finish and fifth seeding. A tad behind Spence on emergency points, Frank Vanaman dropped 16 as well, piloting his KTM300 to fill the sixth overall slot, earning the High Point A trophy in the process. Runner-up to the HPA was

Richard Lafferty finished third overall with 13 points, compared to Chris Smith's 12.

KLX300 pilot Marc Grossman, whose 20-point card earned him the seventh overall slot.

In B class action, a pair of 28-point cards vied for top honors. KX250 rider Chris Vecchione barely eked out the High Point victory on e-points, 601 to 603. TM125 rider Gerry Kitts was the unfortunate bridesmaid, followed by Steve Bromley, who posted a 29-card. Novice class rider Paul Bicsak put in an amazing ride aboard a Suzuki DR, dropping 31 points to easily win top honors in the C class. A notable feat, his score would have placed him among the top five B class finishers! Runners-up to the High Point C were the 40-point scores turned in by Jason Campbell (YZ250) and Steve Phillips (Honda). ■

Pine Barons Enduro

Text and Photos
by Mark Uth

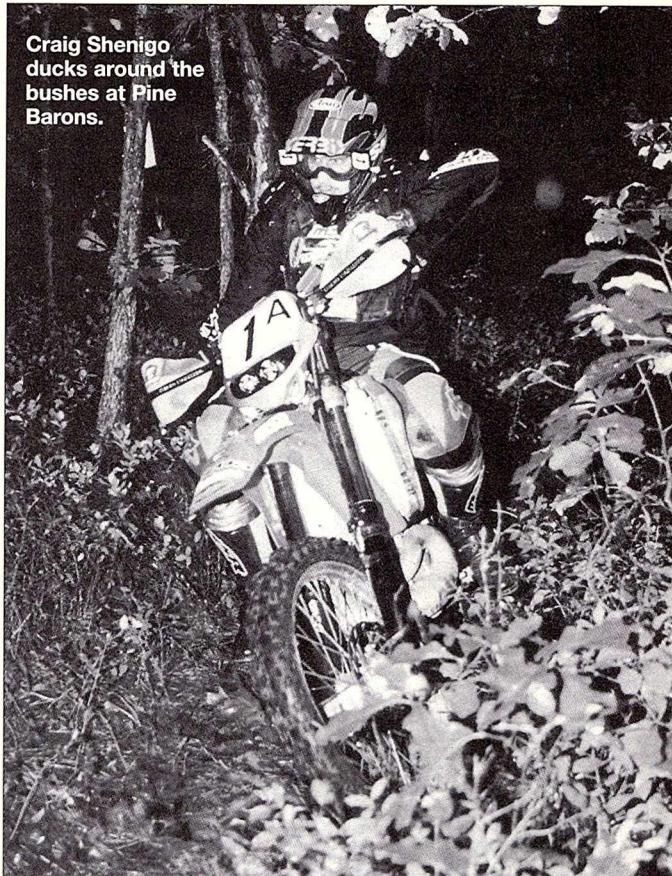
Round 18 Chatsworth, NJ 10/4/98

Fred Hoess posted another overall win at the ECEA Pine Barons Enduro, and in the process, he put a stranglehold on the series championship with two rounds remaining. By unofficial tally, the Bromley Suzuki/Answer/WER/Acerbis/Arai/Scott/Michelin-sponsored rider needs just 11 points (a fourth place or better, or some combination thereof) in the final two rounds to clinch the series number-one plate for a second consecutive year. His RM250 down for maintenance, Hoess campaigned an RM125 on the day, winning the day's two final tests to overcome a morning lead by series rival Rich Lafferty. "I was having trouble with the 250's water seal, so I decided rather than chance it, I'd run the 125," Hoess explained. "The RM125's top-end has more than a few races on it and probably needs refreshing. Nonetheless, it ran plenty strong today and was perhaps an advantage in the more whooped sections of the course. I was lucky enough to shave a few seconds at checks five and seven, enough to gain a point on the other fast guys." Those other guys, namely KTM riders Rich Lafferty and Bill Atkinson, each posted 4-point cards in tight scoring. Filling out the podium, Atkinson edged Richard with 233 seconds to claim the number two seed. Lafferty finished third overall with a 4/244 card.

Jack Lafferty Jr. scored fourth overall points at the Pine Barons enduro.

It was a wet and rainy day, with pretty constant showers interspersed with an occasional downpour. Temperatures might have reached the 70-degree mark. As a result there was an uncharacteristically light turnout with less than 200 starters and only 140 or so actually finishing the event. While it was a bad day for goggles, there was in fact awesome traction in the sandy trails through pine forest that made up the bulk of the course. Starting from

Craig Shenigo ducks around the bushes at Pine Barons.



the New Jersey ORV park in Chatsworth, the club laid out a 75-mile ride, that included a midday gas break back at the start. The majority of the miles covered were during the morning loop which included two special tests, the first more than 10 miles long. Despite its length, the top five scores in the section came through within a 7-second span, each dropping one point. It was in the next section, however, that Hoess ran into trouble. In a section that began without a check-in, riders who played it straight had trouble making the check-out, with Hoess carding a point which Lafferty, Atkinson, Craig Shenigo, Frank Vanaman and Dave Maco each zero'd in the check.

Things started going Freddy's way; in two afternoon tests, Hoess set benchmark scores, posting 1-0 through the two sections and picking up a point on the competition in each. A handful of other top riders tried, but couldn't compete, the best carding 2-1 tallies for the afternoon tests. With that, Hoess not only overcame his morning dally, but secured his eleventh enduro overall win of the season, finishing with a 3/182 score. In addition to the fours tallied by Atkinson and Lafferty, who finished second and third overall respectively, KTM 300 pilot Frank Vanaman also put up good numbers, finishing with a 4/269 score to earn the High Point A trophy. Riders coming in at five points down filled the next three overall seeds. Jack Lafferty, Jr. piloted his Husaberg 400 to a 5/252 score to round out the top five overall, while AA rider Craig Shenigo placed sixth with a 2/308. At seventh overall, the 5/321 card put up by Dave Maco earned him the first place trophy in the hotly contested A Veteran class, as well as runner-up honors to the A High Point. Vets Mark Marsealek and Scott Chapkovich carded sixes to finish eighth and ninth, respectively.

In other action, YZ250 rider Bill Gilbert eked out a High Point B honors win on emergency points, a trio of top B class riders finishing with 9-point cards. Gilbert's 9/444 score edged Dan



Stoppi, Jr. (9/454) and Steve Bromley (9/496), who settled for class wins in their respective classes (B125 and B Veteran). Top C scores were the 13-point cards

turned in by Yamaha rider Jason Campbell and Veteran competitor Jim Helyer. Campbell got the High Point C nod, winning the e-points battle 589 to 632. Also

among the day's top finishers, Jen Eyrich topped the Women's class with a 26 score while Sal Crocevera earned the Masters class victory finishing 25 down. ■

Pine Barons Enduro Class Results

AA

1. Fred Hoess Suz 3
2. Bill Atkinson KTM 4
3. Rich Lafferty KTM 4
4. Jack Lafferty Jr Hbg 5
5. Craig Shenigo KTM 5

A-125

1. Greg Davies Yam 9
2. M. Dean Spencer Yam 10
3. Michael Bianco Yam 13
4. Craig Copeland 13
5. Daniel J Stoppi Sr Yam 14

A-200

1. Joseph Tavani Kaw 11
2. Tim Shepps Kaw 11

A-250

1. Bob Solomon KTM 8
2. Chuck Stapleford Kaw 9
3. Jamie Wright Yam 9
4. Eric Pirie Hon 9
5. Brian Smith Suz 16

A-Open

1. Frank Vanaman KTM 4
2. Scott DeVecchio Yam 10
3. John Walaszek KTM 10
4. James T Reber Sr Kaw 13

A-Four Stroke

1. Mike McHale Yam 10

A-Veteran

1. Dave Maco Suz 5

A-Senior

2. Mark Marsealek Hon 6
3. Scott Chapkovich Suz 6
4. James Gunselman Yam 8
5. Eric Koeller G-G 8

A-Super Senior

1. Clifford Tenney KTM 9
2. Anthony Tomasello Yam 10
3. Chris Nolan Hon 11
4. Dave Barlow Yam 11

B-125

1. Scott Wolfersberger Yam 9
2. Jack W. Lafferty Sr KTM 13
3. Richard Trader KTM 15
4. Peter Parlett Hon 16
5. Farrell Lord Kaw 18

B-200

1. Daniel Stoppi Jr Yam 9
2. Gerry Kitts TM 11
3. Randy Loper Hon 12
4. Ron Decaro Yam 14
5. Mario Depalma Suz 15

B-250

1. George Mamounis KTM 13
2. William Hess Kaw 13
3. George Jensen Kaw 15
4. Chris Raulf Kaw 16
5. John Castaldi Kaw 17

B-250

1. Bill Gilbert Yam 9
2. Michael Berenbak KTM 11

B-Senior

3. Chris Brown Kaw 13
4. Dave McGee Yam 15
5. Joseph Palecki Yam 16

B-Open

1. Rod White Jr KTM 11
2. Eric Aaroe KTM 11
3. Michael Sharp KTM 13
4. Brett Jamieson Hus 15
5. Chris Crull Yam 16

B-Four Stroke

1. Rob Comber Yam 11
2. Charles Sullivan Hon 12
3. Mark Schleeweis Yam 14
4. Al Zabroski Hon 14
5. Steve Seip 19

B-Veteran

1. Steve Bromley KTM 9
2. Wade Johnston Suz 12
3. Jeff Barker Kaw 12
4. Michael Muckelston Kaw 12
5. Dan Polak Kaw 13

B-Senior

1. Jack Lewis Hon 14
2. Daniel Compton KTM 16
3. Joseph H. Terry Jr Yam 19
4. John Walden KTM 236
5. Robert Shughart Kaw 288

B-Super Senior

1. Jack Lurtsema KTM 16
2. Tim Stibitz Kaw 323

C-200

1. Jeff Harison Kaw 18
2. George Parker Jr Kaw 18
3. Roy Harrell Yam 19
4. Richard Peters Yam 428
5. William Bartleson Jr Suz 600

C-250

1. Jason Campbell Yam 13
2. Jeff Miller Hus 15
3. Scott Raulf Hus 19
4. Brian Carden Kaw 20
5. Robert Dalbey 21

C-Open

1. Michale Reighn Suz 692

C-Four Stroke

1. Marty C Heisler Hon 220
2. Mark S Fischer Hon 233

C-Veteran

1. James Helyer Suz 13
2. John Trendler Kaw 15
3. Darren Goff Yam 22
4. Paul Dengler Jr Yam 22

Women

1. Jennifer Eyrich Yam 268

Masters

1. Sal Crocevera Hus 257

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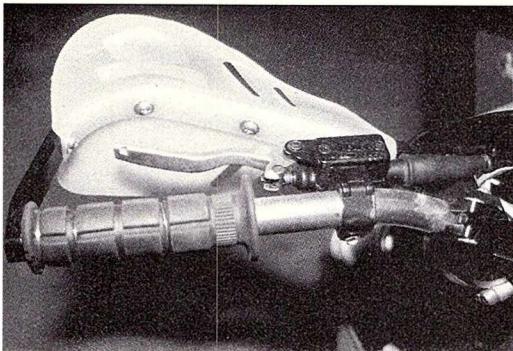
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The candidates, top to bottom: Answer mini bike bars with high rise but narrow width, cut and welded standard bars and stock bars with the ends cut off.

Narrow Bars

What To Do About Way-Wide Bars



This is how much room your levers really need to fit and work comfortably. As soon as you move them closer to the grips you're compromising function.

We've told you the fast way through the trees in these pages before. Quick and dirty: two trees close together, you're in a hurry. You aim at the base of the outside tree like you're going to hit it with your wheel, then turn at the last second, squeezing your inside handlebar through, then follow through with the outside bar and crank it straight again. Repeat at the next pair of trees.

Sure, it works well. Trouble is, you have to be sawing the handlebars lock to lock at every turn, every set of trees you have to worm through. It doesn't take long before the Einsteins among us realize our stock bars are too wide. So what do we do? We whip out the hacksaw and start sawing off excess metal on either end.

If you're kinda new at this, it won't be long before you wreck a set of handlebars. Yeah, you cut two inches off each end, and now they measure out to around 28 inches wide. Should be nice and cozy in the tight woods, but the new trouble is that you somehow can't get your levers back on the bike. Or, you can get them on, but they're sticking out at weird angles and you can't get them tight enough to not slip.

Guess what time it is? Time to order a new set of bars!

If we caught you with one over-hack-

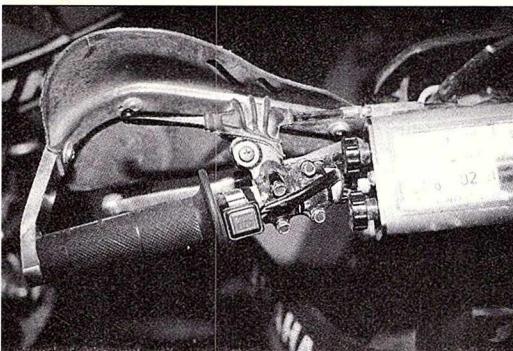
sawed pair of bars that's good. Before you even shop for a new pair of bars finish reading this, and maybe we can help you.

FITTING THE HARDWARE

You need to fit all your controls onto your handlebars, there's no doubt about that. Trouble is, there's only so much real estate on either end of your bars. Take a brand new set of handlebars—anybody's bars, it doesn't matter—and measure the straight portion past the top bend, the part reserved for mounting levers and such. For most bars, you get 7.5 inches of space for controls. Now, go to a totally stock machine, with the levers set up in the most comfortable position, and measure how much room everything (grips, lever perch, switches, kill button, throttle) takes up on either side of the bars. Chances are it's 7.5 inches.

If that's true, and we'll bet it is for most bikes, then cutting down the bars is going to cause some problems. Something isn't going to fit, or something isn't going to work right once you do get it on there. Okay, ordinarily you can cut a half-inch off either end of the bars and get everything back on, but in this part of the country a half-inch isn't going to buy you much.

Most stock bars are 31.5 inches wide, or thereabouts. Once you mount a set of



Many four-strokes come with handlebar compression releases, adding to the crowding on the left side.

aluminum handguards your total width has been increased to 32.5 inches, and that's way too much. With the average really tight section of trees around here (a "stick farm") being about 29 inches wide, you're going to spend an awful lot of time weaving back and forth. This is okay for Mike Lafferty and fast, young guys like him, but the rest of us need some help; we need some room between those trees. There are three ways we can go.

CUTTING THEM

The way to tell how much real estate you need for your controls is to fit them all onto the handlebars situated just where you like them. Next, cut off the end of the left grip and lube it up with soapy water, so it can slip around. Loosen everything up and slide the lever perches toward the middle of the bars, up as close to the bend as you can without compromising the lever action, and then tighten them up. Move the switches, throttle housing or whatever up against the lever perches and scoot the grips up against everything. Move everything into the center of the bars and set it all so it's comfortable and works right. Now, look at how much handlebar is sticking out the end of the left grip and throttle tube, and that's how much real estate you can spare. If you're lucky, it's about three-quarters of an inch on either



Headlight multi-switches compound the problem. Imagine adding a computer thumb switch to this mess. We've done it.

side, which isn't much. That'll get you down to about 30 inches, and once you mount the handguards you're back up to 31—that's not much of a competitive advantage.

Go back again, but this time take the kill button off and move it to a spot down below the crossbar. Do the same with any headlight switch you might have. That should give you more room on the left side. For the right side, look carefully at the way the lever perch and the throttle



You can see the difference in real estate between the three bars. The cut-end bars (top) have very little room for controls, while the other two have plenty of space.

housing fit together. See if fiddling with their positions will give you more breathing room. Last, you can carefully evaluate the length of the throttle tube itself, and if it's really long and you have small hands, chances are you can whack a good half-inch off of it and not miss it. Now you've probably got 29-inch bars, 30 inches with the handguards mounted. It's a lot better, but still not great. And if you've pushed the lever perches up against the bend, your levers are starting to feel funky. But still, this is the best you can do without getting really creative.

I've used one trick to get another half-inch off the bars, but it's really weird and looks terribly odd. Once you fit everything you'll usually find that the left side of the bars has more room than the right, because the throttle takes up a lot of space on the right. If you squeeze everything up and cut the excess off the left side, regardless of how much you take off of the right, you wind up with handlebars that are shorter on the left. Ruined? No, just move the handlebars to the right in the handlebar clamps until the end of the bars are equidistant from the steering head. It looks bizarre, but there is no difference in function when you do this.

However, the best you've done by cutting stock bars is 29.5 inches with handguards. It's okay, but it's not great. I went to a Virginia hare scrambles once, and one of the sponsoring club members asked me how wide I cut my bars. I told him 28 inches, which was a little bit of a lie. He said, "Oh, y'all like them wide, do you?" His bars were 26 inches wide, and in the coastal Virginia scrub woods he could have used something even narrower.

BUY SMALL

One often overlooked resource here is mini bike bars. You can get replacement bars for 80cc mini bikes from the OEMs or from Answer and many other suppliers. While they're generally the same shape as your big bike bars, they come stock about 28.25 inches wide. Measure them, and you'll find that they have the same 7.5 inches of handlebar real estate you'll find on the big bars. Eureka! The solution to the problem!

Well, not quite. The trouble with mini bike bars is that they all have a higher rise than stock big-bike bars. Where your stock KTM bars have a rise of about 2.5 to 3 inches, mini bars are about 4.5 inches high. Also, mini bars have a shorter mounting section, since the handlebar clamps are closer together on the small bikes. You won't be able to clamp the bars on the knurled portion, but they'll still clamp up tight, don't worry.

The mounting section isn't usually a problem; mini bars usually have enough space between the bends to fit big-bike handlebar clamps, but measure them carefully before you buy them, just to be sure. The trouble comes from that high rise. If you're tall, or have a long upper body, you might really like the higher rise, since it'll get you up and away from a hunched over position and give you more room in the cockpit. If you're fairly small, the high rise of mini bars may be intolerable. If at all possible, borrow a set and try them on before you commit to them. Or, buy a pair of cheap steel mini bars, mount them up and ride with them a weekend before popping for the expensive aluminum bars.

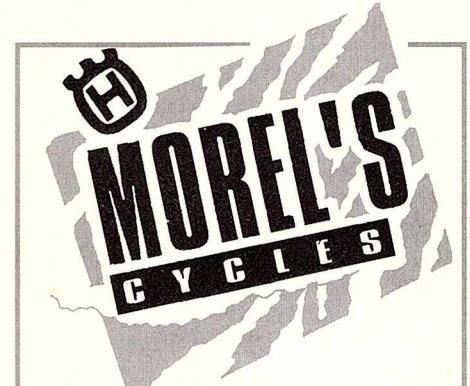
Anyhow, with 28 inches to play with



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and after fitting the levers and everything carefully, you should be able to cut a half-inch off each end of a set of mini bars. That gives you more than 27 inches; add an inch for handguards and you finish up with an honest 28-inch width. Now we're talking about some tight-tree comfort!

By the way, all of the above doesn't necessarily apply to Answer Pro-Taper handlebars. Conventional mini bars might be 28.25 inches wide, but Pro-Taper mini bars are 31 inches wide; as are Pro-Taper enduro bars. The only thing you can do with Pro-Tapers is cut them carefully and use the offset trick mentioned above. Of course, then you get into nasty problems with the handguard clamp on the tapered portion of the bars. You're on your own here. If you want Pro-Tapers, you're going to have to have them a little wider than you want.

DRASTIC MEASURES

If the high rise of mini bike bars is completely intolerable, we've got one more suggestion. We do not recommend this;

OLD WIVES TALES

While you're messing with all this, please ignore the mostly western notion that you need wide handlebars to control a bike properly. That may have been true back in the days when bikes didn't turn, and desert racers ran 3.50 X 21-inch Metzelers to try to get their front ends to stick, but it doesn't apply now. The best handlebar width is the one most comfortable for you. Get down on the floor and do a few comfortable push-ups, and have someone measure how far apart your hands are. We'll bet you they're no farther apart than about 26 inches if you're almost six feet tall. Now, spread your hands out to 32 inches apart and do a few more push-ups. Feels nasty, doesn't it? What is dirt riding but a day spent doing push-ups on your handlebars?

Keep in mind while you're doing all this fitting and cutting that if you use a Pacemaker or an ICO computer with a thumb switch you're going to have to leave room for it. There is nothing more depressing than to get your bars down to 28.5 inches with everything on 'em,

“There is nothing more depressing than to get your bars down to 28.5 inches with everything on 'em, and then realize you forgot the thumb switch.”

Lord knows in this era of litigation and product liability lawsuits you don't need to hear what we're going to talk about next. However, we have done this and it worked for us. What we did was take a standard set of aluminum handlebars, cut two inches out of them at the center of the bar, tap them back together with an aluminum plug and weld them solid again. There isn't a handlebar manufacturer known that won't cringe at this, since welding ruins the metallurgical integrity of the handlebars and no doubt weakens them, but we did it in the spirit of experimentation and it seemed to work fine. You need to have someone very savvy with a heli-arc welder do the welding, and you really have to abandon all right to a fair trial when you do this. We did it and wound up with handlebars 29 inches wide, with plenty of room for all controls in their normal positions.

and then realize you forgot the thumb switch.

Squeezing everything in tight usually means you're going to have to cut the ball ends off your levers. In this day of hydraulic clutches and brakes and super-low lever effort, still no one makes a viable two-finger replacement lever. We challenge the industry to quit wasting aluminum and give us some short levers that work and don't get in the way.

While we're at it, we challenge the same industry to leave behind that old wide handlebar nonsense and give us some good off-road bars. Are you listening, Answer Products? What would be optimum is Answer Alumilite mini bars with the same rise as the "CR lo" big bike bars and handlebar clamp knurling farther out near the bends. We're waiting patiently... ■

ICO Checkmate Enduro Computer

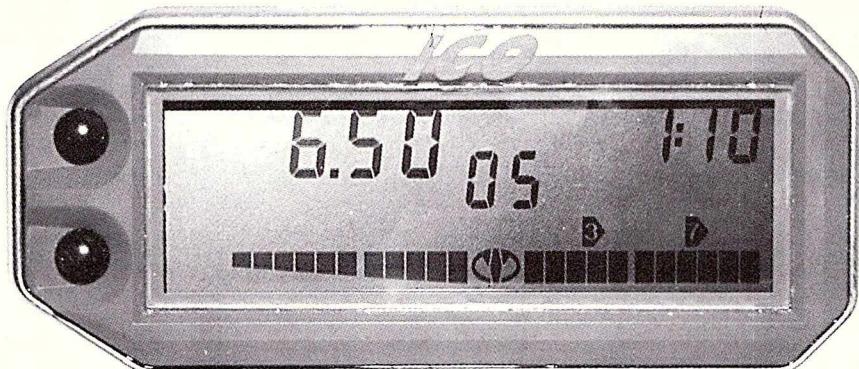
Raising the Timekeeping Bar Another Notch

By Mark Uth

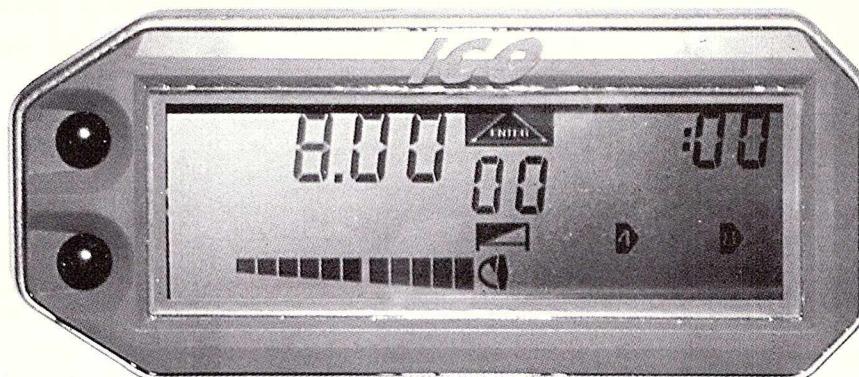
Automated enduro timekeeping preferences are pretty much split into two camps these days. You've got the Pacemaker guys, riders who use the A-Loop Pacemaker or its earlier derivatives. This is a unit that has made great strides of late and proven itself a tough, dependable tool on the trail. On the other side of the coin you have the ICO crew, riders who often grew up with ICO's line of clocks and electronic odometers, eventually graduating to comparators (like the Pro3) or full enduro computers like the ProComp. Throughout its product line, ICO has enjoyed an enviable reputation for good timekeeping equipment that could withstand any special test, while perhaps not being quite as user-friendly as the A-Loop units. Nonetheless, I'll readily admit that I stand in the latter group.

Building upon its long line of enduro timekeeping equipment, ICO has developed a new computer called the Checkmate that not only answers the bell rung by new A-Loop innovations, but in the process raises the bar to a new level of timekeeping ease. What's the biggest problem with enduro timekeeping gear? Certainly it's not figuring out whether you're late or hot—every computer is capable of that mundane task. No, it's being able to discern what's being displayed in a split-second glance, between dodging trees, roots, logs and rocks. It's here that the Checkmate has the potential to really ease timekeeping chores.

The Checkmate computer doesn't look at all like earlier ICO enduro timekeeping products. It employs a large multifunction display housed in a rugged alloy and plastic case. Dominating first impressions is a large, single-pane multifunction liquid crystal display—a great looking piece of work that promises good durability. There's



Understanding the ICO Checkmate: the large number on the left is your mileage, the center number is the seconds readout of a checkpoint clock and the right number is the time differential. The progress bar at the bottom is maxed out, indicating that the rider is early, in this case one minute and ten seconds early.



In this picture, the Checkmate is indicating that you're at a possible check location at 8.0 miles, you're at the very top of your minute and you can enter the check, although note that the check seconds are zero—the card just flipped.



The same place as the second photo, although here we see that the check seconds are at :30, with the first quarter of the progress bar showing, indicating a zero-zero at the check. Note also that the next possible checks are .4 and .8 up the trail.

an improved sensor assembly complete with a sano mounting bracket and high-energy magnet. Additionally, both the sensor and thumb switch wires are shielded conductors that mate to the computer via screw-together micro-connectors. All top-quality stuff.

Not unlike the A-Loop unit, many different things are shown continuously on the multifunction display. Naturally, there's an odo display with mileage in hundredths like other ICO products, computed seconds early or late and a "check seconds" display needed to hit those e-checks at a perfect 30. Nothing earth-shattering here. But then there's the magic bar. The magic bar is no doubt the biggest innovation with the Checkmate unit—what sets it apart from other enduro computers.

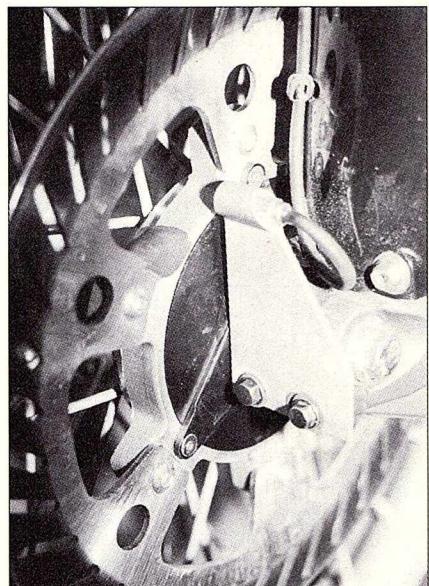
What is the magic bar? How about an analog display bar that allows a rider with a single glance to know where he's riding in and about his minute. The bar renders two minutes of time in 5-second segments, with a mid-point, indicated by a three-part ball that represents the exact top of a rider's minute. To the right of the middle ball is a minute of hot time, to the left, the rider's row minute. If there's no bar showing, then you're late

and it's time to drop the hammer.

Another innovative feature displayed in conjunction with the bar is upcoming possible check mileages (possibles) that appear above the right side of the bar (future time) and migrate toward the center as the rider approaches each possible. The little migrating possible flags even indicate (in tenths) how far away they are. As possibles come up, there's a center display in the form of a checkpoint flag that reinforces whether it's safe to enter or not. If you're on or behind time, the checkpoint flag icon says enter. If you're hot, the flag is still there, indicating an imminent possible, however there's no "enter" message. Can it be any simpler than this?

On the trail, a first-time user will no doubt be overwhelmed by the flood of data displayed. It can be a bit intimidating at first. I used a couple of trail rides to get familiar with the unit, and even so, it took a couple of races under my belt to really start to fully understand and appreciate the various functions, features and the ease at which they can be scanned all the while whipping along at race speeds. A bit confusing at first, but it grows on you.

The same goes for programming. A



The new ICO wheel sensor is state of the art, with a good cable and a mounting bracket that is worlds beyond what we've had in the past. The glob of epoxy putty on the hub holds the magnet.



The Checkmate allows you to avoid this: four or more different instruments crowding your handlebar.

The Future of Timekeeping?

My right wrist was killing me. It wasn't that get-off when an angled log deflected me into that clump of Hawthorne trees, the spikes of which I'll no doubt be pulling out for a week. No, this time it's that damn Enduro 2010 computer that keeps zapping me to twist it. Normally, those little pin pricks of electrical charge don't bother me much. My pace usually keeps me on the bubble and distractions to a minimum. However, this club's sadistic SOB of a trail boss has had us late for three hours, and those constant reminders, applied directly to the synaptic nerve endings through the 2010's wrist interface sure do add up. You're late, you're late, you're late...

As I approached a floundering C rider, I tapped the transmit button that sent a signal to his wrist unit, to let him know that I'd be overtaking. However, it seemed that his right wrist must be aching too, because he did nothing. Nothing that is, until a rock crevasse grabbed his front wheel and spit him over the bars, dispensed like a batch of bad sushi. While I successfully avoided this soft tissue obstacle, I flipped the thumb switch to the scan mode and immediately picked up the emissions from what was ID'd as an upcoming check.

I was somewhat surprised that the 2010 could still sniff out the check's position despite these constant elevation changes among the scattered slag piles. Ferrous-based material interference was really a problem earlier in the day, making me burn an easy check-in. No doubt the trail boss had this in mind. My display readout identified the upcoming check as located some 440 feet above our current position. Damn! More pushing up another rock-strewn pit wall. I'm still late and my wrist feels like the skin is beginning to peel. Maybe I should just turn this infernal thing off and trail ride my way back to the truck...

subtle twist are the three different button manipulations, versus the two common to earlier ICO units and other computers. Traditionally, you either bumped a button (a short stab) or held the button down to initiate various programming steps. The Checkmate computer introduces a third option which demands programming inputs via either a short bump, a long bump or a held button. Until you get the knack of the difference between the short and long button bump, things go kinda slow. Fortunately, the Checkmate is plenty forgiving during the programming process and allows mistakes to be corrected during the programming mode, rather than having to exit to the check mode. Riders experienced with the ICO ProComp computer say the programming logic is nearly the same, making

for an easy transition. However, it's quite a jump from the ICO Pro3 or AutoCal products. The bottom line: after two or three races, you're really going to love this baby.

That's not to say that there's no room for improvement. Our early production unit had no provision for Brand X rules, although we've since been advised that they're to be incorporated into newer models later this year. Additionally, the user instructions provided with these early models is admittedly quite sketchy. The ICO folks readily admit this, while noting that a more detailed user manual is in the works. Our past experience has always found ICO products to be supplied with comprehensive, easy to use instruction manuals. In the interim, however, this made for some trying times during the first couple of programming sessions.

The buttons are way sensitive and learning to differentiate between long and short bump subtleties complicates things. This once led to an accidental premature starting of the prerace countdown when a gloved hand accidentally brushed against the thumb switch. The glass pane LCD, which is protected under a Lexan shield, is not completely impervious to direct impacts, as test rider John Roeske found out when he used his face to trash our display in a horrendous get-off. Oddly, the Lexan showed not a scratch, but his helmet chin guard smacked the unit hard enough to crack the glass LCD; of course this could happen to any modern timekeeping device.

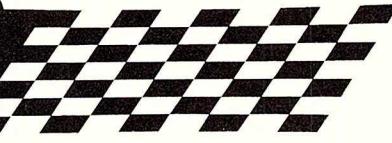
Regarding the small micro connectors that connect thumb switch, pickup and display unit, the jury's still out. While they're neat and easy to use, we had some problems with them maintaining a good connection—quite frustrating when trying to plod through new programming and/or updating mileage on the trail when the switch isn't functioning properly. Our final gripe is that the display cannot be adjusted or customized like the Pacemaker. What you see is what you get. However, there is plenty of information there, and once you're familiar with the unit it provides the easiest scan this side of a direct brain interface.

For more information about the Checkmate, contact ICO Corporation, P.O. Box 1050, Lacombe, LA 70445; Call ICO at (800)331-0470. ■

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Lummis Mill Hare Scrambles

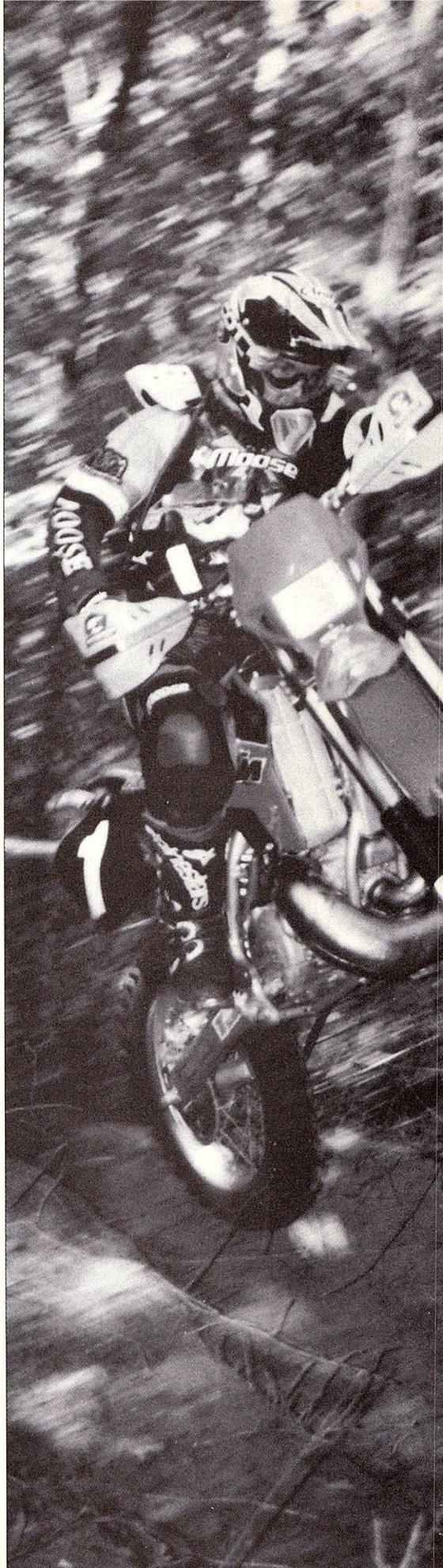
Text and Photos by Mark Uth

Round 9 Lummistown, NJ 10/18/98

National Enduro Champion Mike Lafferty got the overall win at the Lummis Mill Hare Scrambles with a wire to wire victory, however Fred Hoess took center stage as his second-place finish clinched the '98 series championship for the Suzuki rider. The Bromley Suzuki/Answer/WER/Acerbis/Arai/Scott/Michelin-sponsored Hoess almost won the overall, too, after being knocked down at the start and coming from behind to challenge Lafferty in the waning moments of the final lap.

For Mike, it seemed like it was another day at the office. Riding a KTM factory-sponsored '99 250 EXC, Mike got a top-five start and was soon at the front of the pack, a position he hoarded for the race's duration. Mike enjoyed a comfortable enough lead to even pull into the pits after the fourth and fifth laps so that cooling water could be poured onto his cooking rear brake caliper. However it wasn't to be quite that easy, as Hoess closed during the fifth lap and was only 20 seconds behind at the start of the sixth. Hoess made a strong run at the top position during the final trip around the 8-mile course, centering Lafferty in his sights less than a mile from the finish. Sneaking up on Mike, Hoess had one ill-fated shot at a pass. Freddy called it like this, "I think that Mike was just cruising, not realizing that I had caught up. When the timing was right, I tried an outside pass, got up even with him and thought I had it. Then, wham, I pegged a stump, got squirrely, and had to back off. Mike stepped it up after that and we freight-trained into the barrels." The two riders sprinted in, finishing 1-2, tire to tire. XR250 rider Kevin Bennett rounded out the podium, carving his way to a third overall finish on his near-stock Honda thumper.

A three-event card was scheduled for the day, which included ATV and Youth heats, followed by the motorcycle main event. All told, some 200 riders entered, a number no doubt bolstered by idyllic weather conditions that included sunny skies, light breezes and daytime high temperatures in the mid 70s. The course was laid out in pine and deciduous woodlands that were mostly open, with occasional thick stands of mountain laurel or second-growth pitch pine. Rain that fell earlier in the week had pretty much dried out, making the course somewhat moist to begin, but not slick or muddy. The main event course was comprised of singletrack trail, old wood roads and a few sections of the ATV course. Even the singletrack trail was widened considerably, with the expressed intent of promoting passing opportunities. What this resulted in, however, was trail speeds which were considerably elevated, making passing harder still. A number of new sections were cut to route around trail that was rutted up in last year's wet run and connect together various trail sections. These often proved to be the most technical sections of the course.





National enduro champ Mike Lafferty won the overall at the Lummis Mill hare scrambles.

At the start of the two-hour main event, A and AA classes lined up in the front row awaiting the gun. Later rows for B, C and specialty classes were started at 30-second intervals afterward. In the expert start, a pair of KTM riders led the dash to the first turn. Richard Lafferty got the holeshot cleanly, made the first turn and headed into the woods trailed by Craig Shenigo. Hoess got knocked down in the third turn, and by the time he picked up his RM and restarted, he found himself near the back of the pack.

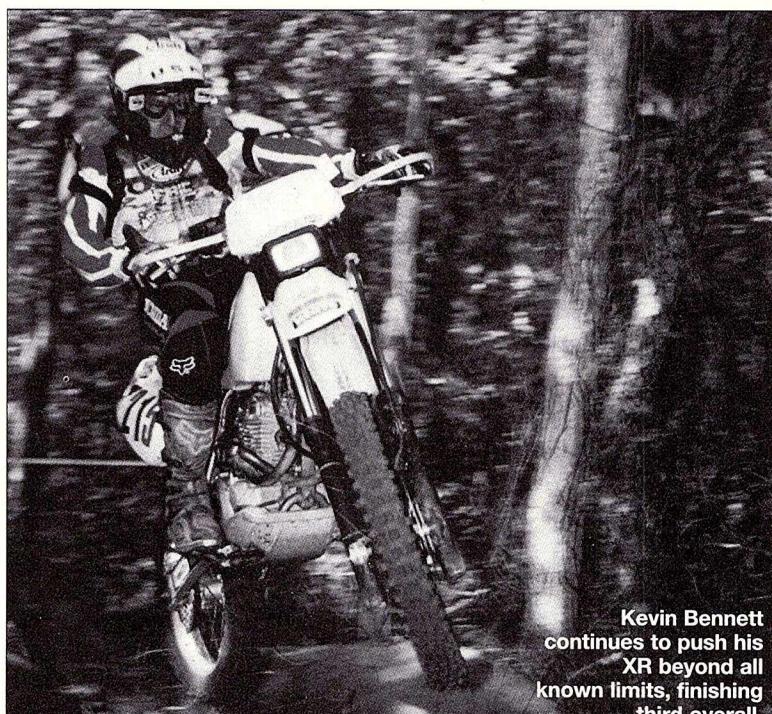
All this was soon to change, however. During the first loop, Mike and Jack Lafferty passed their brother Rich and Shenigo to take the lead, assuming the 1 and 2 positions, respectively. Hoess charged through the pack and caught up as well, dogging Richard through the barrels and out into the second lap. Freddy knocked off the two Lafferty brothers on the second trip around, dropping Jack to third and Rich to fourth by the end of the second lap. A fading Rich Lafferty got around Jack Jr. soon thereafter, as Jack was having his share of troubles with extreme blistering on his left hand.

Kevin Bennett found himself hamstrung at the start by his seemingly under-powered stock XR250 mill. Nonetheless KB continued to pick riders off throughout the race, moving into the fifth, then fourth and eventually third-place position. He passed a hurting Jack Lafferty and eventually bested Richard to assume the number three slot during the fifth lap, finishing in that position.

Rich Lafferty appeared to be hurting late in the race but still managed to stay in contact, completing six laps and claiming fourth overall honors. Jack Lafferty had perhaps the most remarkable ride. He momentarily retired after the fifth lap with nearly his entire left thumb laid raw due to blistering. Jack grimaced, "I just can't hold onto my bike any longer." However, having just made the cutoff for a sixth lap and seeing that a good finish was still possible, Jack got some first aid for his hand and then set back out on his Husaberg, being one of the last riders through the barrels. For this Herculean effort he earned sixth overall honors on the merit of six laps completed. Truly an iron man.

Rounding out the top five overall was Kawasaki KLX pilot Marc Grossman, the only other rider who managed to complete six laps in the allotted two hour span.

The two top riders, Lafferty and Hoess, consistently turned in lap times in the 22- to 23-minute range. Other notable finishers included Dale Hiles,

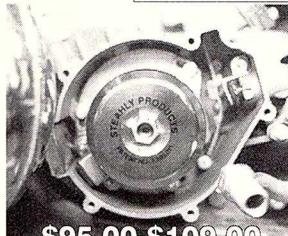


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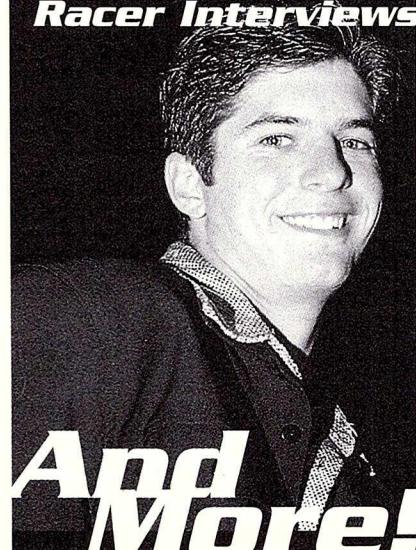
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Fred Hoess caught up to Mike Lafferty on the last lap, but couldn't make the pass for the win.



Richard Lafferty was fourth overall at the Lummis Mill hare scrambles.

who continued his successful return to racing by pushing his KTM 200 to a first place finish in the A Light class. A YZ400-mounted Mike McHale took top honors in the combined Four Stroke class, while Mike Beeler (YZ250) earned the first place trophy in the Veteran class. Top finishers in the B Light and B Heavy classes were Lew Robbins (Suz) and Dave Nash (Kaw), respectively. Novice riders Chris Schischkin (Kaw) and Mike Melniczuk

(KTM) claimed top honors in the Novice Light and Novice Heavy classes.

Earlier in the morning, Youth races were held. Most Youth class riders completed six laps around the 2.8-mile course, the leaders averaging sub-11-minute lap times. Top youth finishers were Dylan Montanaro in the Youth A class (10 to 11 years old) and a KX80-mounted Jimmy Maul in the Youth B class (12 to 15 years old). ■

Lummis Mill Hare Scrambles Class Results

Overall Champion

Mike Lafferty KTM

A 0-249

1. Dale Hiles	KTM
2. Craig Shenigo	KTM
3. Michael Sigitry	G-G
4. Greg Davies	Yam
5. Todd Quinn	Kaw

A 250+

1. Michael Lafferty	KTM
2. Fred Hoess	Suz
3. Kevin Bennett	Hon
4. Rich Lafferty	KTM
5. Marc Grossman	Kaw

B 0-249

1. Lew Robbins	Suz
2. Robert Mikulski	Hus
3. William Hess	Kaw
4. Ron Decaro	Yam
5. Brian Bagby	Yam

B 250+

1. Dave Nash	Kaw
2. Chris Vecchione	Kaw
3. William Gilbert	Yam
4. Lance Thomson	Hon
5. Jim Shainline	Hon

C 0-249

1. Chris Schischkin	Kaw
2. Frank Lupperger	Kaw

3. Chris Watters

Kaw Yam

4. John Dobrosky

Kaw Yam

5. Ryan Boyd

Kaw Yam

C 250+

1. Michael Melniczuk	KTM
2. Richard Stewart	Kaw
3. Gary Clark	Yam
4. William Bailey	KTM
5. Michael Creamer	KTM

Four-Stroke

1. Mike McHale	Yam
2. Douglas Groff	Hus
3. Steven Pfeffer	Yam
4. Daniel May	Hon
5. Wayne Mason	Hon

Veteran

1. Michael Beeler	Yam
2. Ron Lucas	KTM
3. Anthony Sutton	Kaw
4. Joseph Dublas	Yam
5. Sal Crocevera	Kaw

Senior

1. James Gunnelman	Yam
2. Stu Crouch	Hon
3. David Hurley	Kaw
4. Gary Noble	Hon
5. Gary Craner	Hon

Super Senior

1. Jack Lafferty Sr.	KTM
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2. Rich Trader

KTM CRE

3. Tom Ebersole

Yam Hon

4. Rocco Spano

Hon

5. Lindsey Pirie

Hon

Youth A (10 to 11 years old)

1. Dylan Montanaro	
2. Eddie Scott	
3. Chase Compton	Hon
4. Nick Spano	Kaw
5. Joshua Mangini	

Youth B (12 to 15 years old)

1. Jimmy Maul	Kaw
2. Kyle Dease	Hon
3. Evan Bostrom	Suz
4. Ryan Mccana	Hon
5. Roy Sheppard	

Quads Two Stroke

1. Khris Butter	Hon
2. Paul Bonney	Hon
3. Sean Harris	Hon
4. John Fourman	Hon
5. Pat Fisher	Hon

Quads Four-Stroke

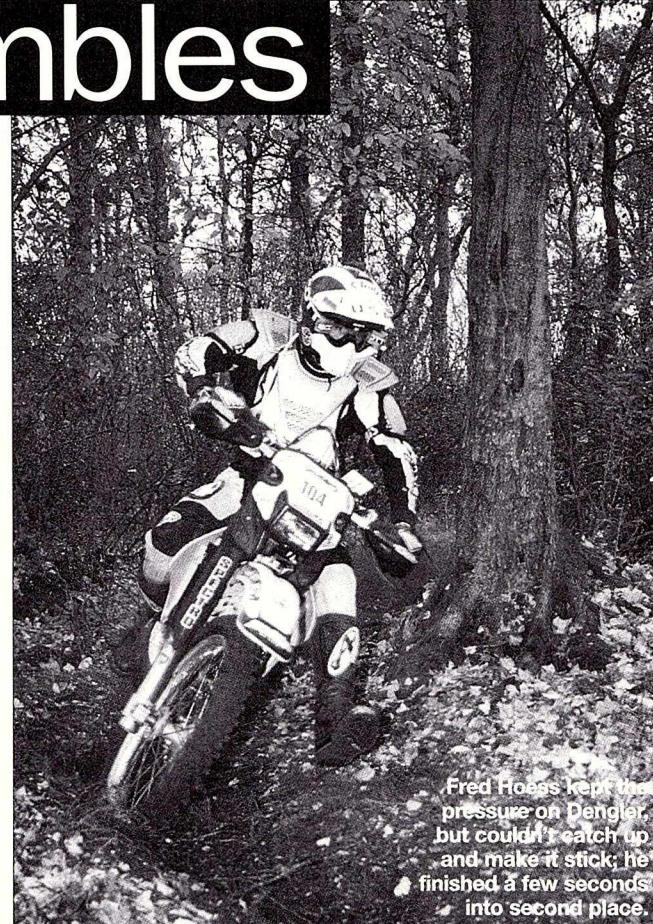
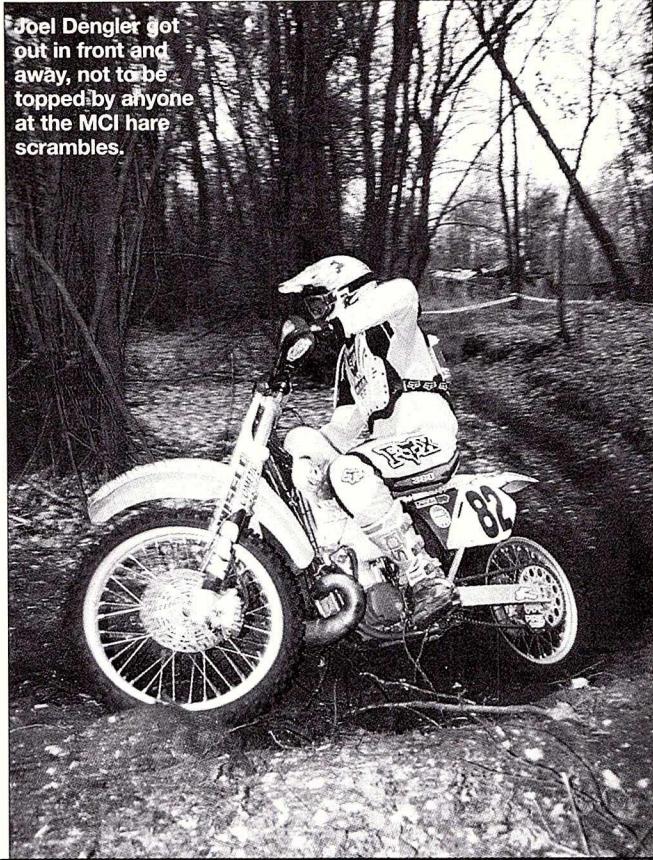
1. Frank Anastasio	Hon
2. Robert Williss	Hon
3. Mark Williss	Hon
4. Ken Lynch	Hon
5. Joe Vogt	Hon

ECEA Hare Scrambles Series

Round 10 Pemberton, NJ 11/8/98

Pro MXer Joel Dengler used the ECEA Hare Scrambles Series season finale to once again prove that he and his Suzuki are an off-road force to be reckoned with. Fighting off near continuous thrusts by soon-to-be-crowned '99 Series Champion Freddy Hoess, Dengler led the event for better than five of the seven laps completed by top competitors. Using the misfortunes of earlier leader Aaron Kopp and Hoess, Dengler gained, relinquished and then regained the lead, taking the overall win a scant five seconds ahead of Hoess at the finish. Rich Lafferty filled the final podium position, some two-and-a-half minutes behind Hoess.

No doubt Joel definitely had to work for this one, though. A highly competitive field included local AA talent Hoess, Lafferty and Craig Shenigo as well as '98 series champ Marc Grossman. Visiting hotshots included NETRA hare scrambler Luke McNeil, Dennis Decker, GNCC competitor Aaron Kopp



Fred Hoess kept the pressure on Dengler, but couldn't catch up and make it stick; he finished a few seconds into second place.

MCI Hare Scrambles

Text and Photos
by Mark Uth

and area MX legend Lee Rostien. The fact that Hoess was racing at all was a surprise to many. Thought to have clinched the championship during the previous round, it was later learned that the championship points standings were actually 161 to 136 in favor of Hoess, coming into the event. This meant that second seed Rich Lafferty could tie with the overall victory combined with a Hoess finish out of the points. As a result, Hoess was out and ready to do battle.

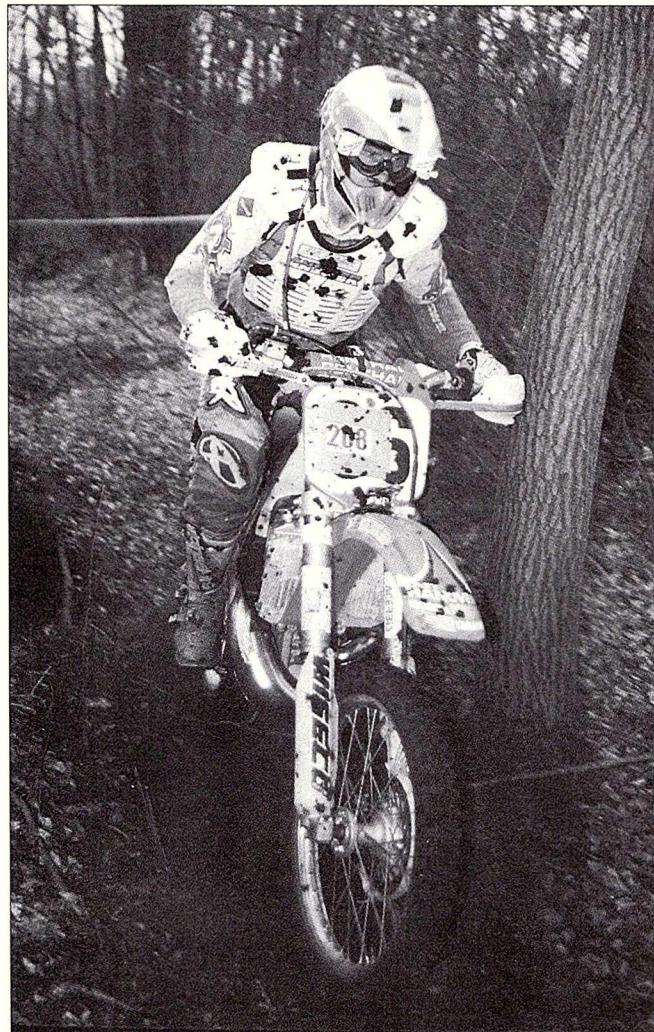
Event promoter MCI hosted the run at a new location, the grounds of On Target Paintball of Pemberton, New Jersey. This fresh terra firma permitted the layout of a winding 6.5-mile course through classic South Jersey lowlands. Sections of wooded trail that made up perhaps half the course were not tight in the technical sense. Instead, seemingly wide tracks in most sections rode tight due to switchback turns, ditches, roots, logs and other obstacles that made passing plenty tricky.

Perhaps the tightest sections were found in several overgrown blueberry fields criss-crossed by hand-hewn trail, reminiscent of this year's OCCR enduro, but (thankfully) not nearly as ignorant. Throughout the course there were trailborne humps and hummocks that rose between second-growth maple and pine. Soil conditions included powder dry sugar sand in the fields and brown, leafy mulch in the woods, except for a small black mud section late in the loop. This seemingly innocent obstacle soon rutted up, trapping novice riders like gnats on fly paper.

There was a considerable turnout on the day, 135 riders

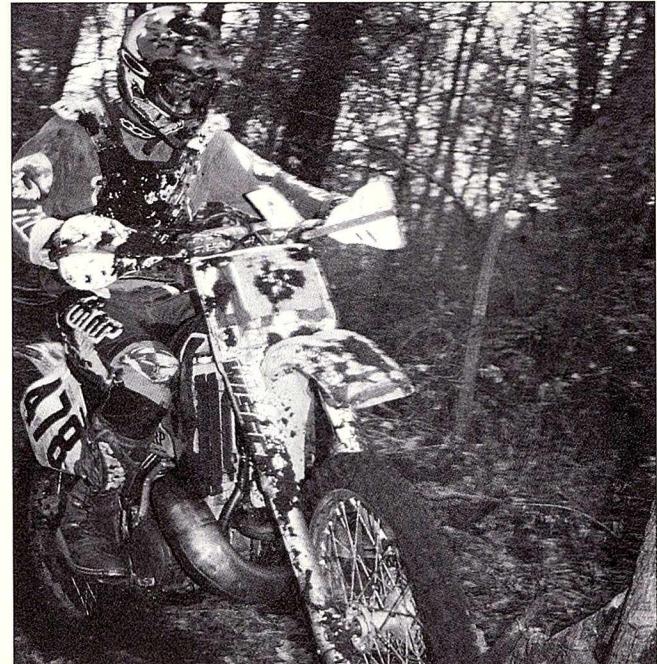
entering despite the lack of ATV or youth races. All riders competed in the same heat, starting in rows according to class. Weather conditions were overcast with seasonal temperatures in the 50- to 60-degree range. The complete lack of recent rain made the trail desert-dry and dusty.

At the dead engine start, Aaron Kopp got the holeshot clean, grabbing the early lead trailed by KTM pilot Dennis Decker.



Dengler, Hoess, Lafferty and Lee Rostien soon filled in and formed a six-car freight train behind the lead pair as they set out for their first trip around the loop. Near the end of the first lap, as the riders were about to exit the woods, leader Kopp managed to stall his albino Suzuki in a tight switchback turn. As Kopp frantically kicked, Dengler, Hoess, Decker, Lafferty and Rostien scooted by, filing into the scoring barrels in that order.

Dengler and Hoess pulled away during the next couple of laps, leading third place Rich Lafferty by as much as a minute and a half at times. Hoess finally got around Dengler on the fourth lap, but his time out front was to be short lived. At the start of the fifth lap with Hoess leading, the two front runners pulled into the pits to refuel, separated by hardly a second. Unfortunately, Hoess's crew had trouble with his dump can, dragging out the refueling process and delaying his departure. Meanwhile, Dengler's support, led by his father and longtime



Above: Motocrosser Lee Rostien is always a serious competitor at the ECEA hare scrambles, but this was not his lucky day. Left: Yamaha rider Phil Carlin ran with the top ten, finished seventh overall and first Veteran.

MCI Hare Scrambles Class Results

Overall

1. Joel Dengler	Suz
2. Fred Hoess	Suz
3. Rich Lafferty	KTM
4. Aaron Kopp	Suz
5. Luke McNeil	Yam
6. Dennis Decker	KTM
7. Phil Carlin	Yam
8. Craig Shenigo	KTM
9. Dale Hiles	KTM
10. Terry Tucker	Kaw

A Light

1. Luke McNeil	Yam
2. Craig Shenigo	KTM
3. Dale Hiles	KTM
4. Bob Sorenson	Hon
5. Greg Davies	Yam

A Heavy

1. Joel Dengler	Suz
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Veteran

1. Phil Carlin	Yam
2. Mark Marszalek	Hon
3. Rich Kline	KTM
4. Vic Chalow	Yam
5. Jim Franks	Suz

Four Stroke

1. Steve Larkin	Yam
2. Bob Bennett	Hon
3. Mike McHale	Yam
4. Mark Perry	Hon
5. Rob Comber	Yam

Senior

1. Terry Tucker	Kaw
2. Kevin Reed	Hon

Super Senior

1. Scott Wolfersberger	Yam
2. Jack Lafferty, Sr.	KTM
3. Tom Ebersole	CRE
4. Rich Trader	KTM
5. Rocco Spano	Yam

B Light

1. Lewis Robbins	Suz
2. Bill Hess	Kaw
3. Ed Loper	Hon
4. Joe Newman	CRE
5. Ron DeCaro	Yam

B Heavy

1. Giles Ryan	KTM
2. Dave Nash	Kaw
3. Dennis Lynch	Kaw

4. Chris Vecchione

5. Todd Fenton	Hon
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C Light

1. Anthony Leone	Suz
2. Alan Bopp	KTM
3. Scott Carey	Kaw
4. Tim Schralzigan	Yam
5. Rob Keith	Hus

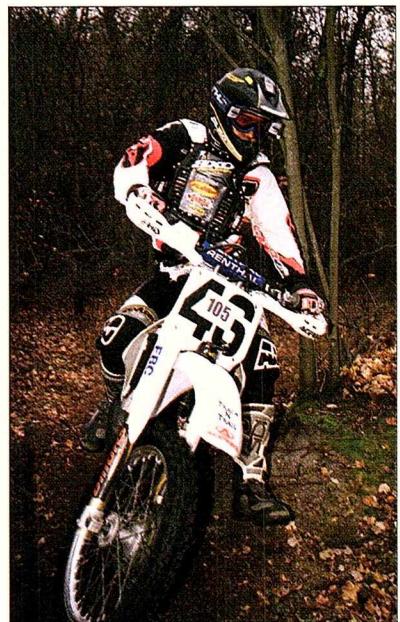
1. Mark DiPasquale

2. Tim Griffith	Yam
3. Tom Seaman	KTM
4. Robert Dalbey	Yam
5. Matt Hanes	Hon



off-road jock Bruce Dengler, got Joel in and out smartly, buying a 10- to 15-second edge that would prove insurmountable. Hoess tried to make up this deficit during the final two laps, but couldn't catch up to the hard-charging Dengler. Joel won it with plenty of breathing room—nearly 40 seconds over Hoess.

Finishing behind the lead trio were Kopp, McNeil and Decker, who placed fourth, fifth and sixth, respectively. Kopp and McNeil managed to



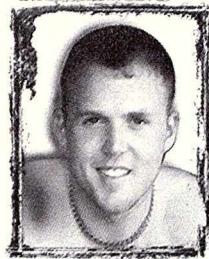
Aaron Kopp got the holeshot, but stalling and wasting time kicking knocked him way back in the pack.

work their way up in the standings as the race wore on, while Decker faded from third to sixth. McNeil earned first place honors in the A light class (0-249cc) for his trouble. Veteran class competitor Phil Carlin piloted his Yamaha to the seventh overall seed, earning the class victory in the process. KTM 200 riders Craig Shenigo and Dale Hiles finished eighth and ninth overall, while a KX250-mounted Terry Tucker rounded out the top ten, claiming the A Senior class win to boot.

In other action, Lewis Robbins (Suz) and Giles Ryan (KTM) took top honors in the B Light and Heavy classes, respectively. Top novice class finishers were Anthony Leone (Suz) and Mark DiPasquale (Hon) who topped their respective C Light and Heavy classes. ■

by Mike Lafferty

Wrong Side of the Tracks



When I started racing, all of our local enduros were loaded with railroad crossings. The woods around here are laced with abandoned railroad right-of-ways and it was a rare enduro where you didn't have to cross the tracks more than once. It always felt like there were far too many crossings, especially if you were having trouble, and lots of us had even more trouble with them.

Railroad tracks are not the most difficult things encountered in the woods, but the key to crossing them gracefully is to commit and know in advance that you're going to have to be really aggressive. A lot of guys don't want to stand up, don't want to tense up and use their strength to keep the bike in line, and you see them suffering—stuck on the tracks because they want to stay lazy, or they're scared of crashing if they hit the track too hard. The secret is to hit the tracks hard, and be ready to make the bike go where you want it—not where it wants to go.

Do you want to be a railroad track master? No problem. First, look at the pictures on the next page. In the last one, you can see that the rear wheel is really taking a beating. It's going to happen; that iron track is as square-edged and as hard as you can get, and when you hit it aggressively you're going to be slamming your wheels. With that in mind, make sure your spokes are tight and your tires are pumped up properly before you try any of this. If you use foam inserts in your tires, all the better. Just remember that if you hit a rail too hard, it's not unusual to flatten a tire or dent a rim. Fair warning.

The secret is to be aggressive and light on the bike at the same time. The basic drill is to ride at the tracks, hit the first side hard enough to bounce the front wheel into the air, carry the front wheel high until the back wheel hits the track, then back off the gas as the front end comes down, magically, on the other side of the far track. Use momentum to roll your rear wheel over the far track, and then ride off down the trail.

That's the simple version. Now for the details. You want to hit the first rail as squarely as possible. Steel rails are not all that slippery



PHOTOS: PAUL CLIPPER

Getting out from between tracks is easy if you put your inside foot down right on the track and use a little aggression to pull the bike over.



Approaching the first rail, I hit it hard enough to kick the front end up, and then carry my speed until the rear wheel makes contact.



When the rear wheel hits, it wants to drive the front end down, and I back off the throttle to help it along.



Still coasting when the rear wheel hits the opposite track, I brace myself for the downslope and concentrate on keeping the bike on line.

to rubber tires, believe it or not, so you can hit a dry rail at a little bit of an angle and survive. If it's wet, you'd better make sure your approach is dead-on, because that rail is slick! When you hit the rail, lighten up on the front end to minimize the hit to the front wheel and to help the small wheelie you need to carry the front wheel over the second rail. Know your bike well enough to be able to time the hit of the back wheel, and lighten up on that wheel as well. This is where you can avoid flattening that rear tire.

So, in this way you have to ride as lightly as possible on the bike, but with enough speed to carry the front wheel over the second rail. At the same time, you have to brace yourself and go for a real death grip on the handlebar, because when the front wheel lands it's going to be heading down the built-up grade of the tracks, and with all your weight on the front wheel the bars are going to want to flop to one side or the other. Ride light, brace yourself and be aggressive. It's gonna take practice!

What are you doing with the throttle? You're on the gas coming up to the first rail. Stay on the gas lightly when the front wheel hits, and use throttle up until the back wheel hits. When the back wheel hits, you coast on the throttle—like gently chopping it—and let momentum carry your front wheel down the slope and your back wheel into, and over, the second rail. Do not gas it into the second rail! I guarantee your back wheel will spin and skid sideways on the rail, putting you down hard. Crossing tracks like this is the fastest, easiest way, but it's going to take some practice to get used to.

Another simple trick comes in handy when you've been traveling down tracks and now have to get out from in between them. A lot of guys try to just steer into the tracks, but the angle is so severe that if you do just one little thing wrong, you'll go down. I commit to hitting the rail hard, just like we did with a straight crossing, but to help lighten up on the bike I reach out with my foot and put it right on the rail just before the spot I want my front wheel to cross. Basically, I stand on the track, gas it a little, and force the front end over while pulling on the bars against that foot that's planted on the rail. The tug on the bar keeps the front tire from skidding on the rail, and sets you up so your rear wheel can cross relatively square to the rail. Then you just chop the throttle and let the rear tire climb up over the rail. Then forget about that railroad track and start thinking about winning again!

It goes without saying, but we'll say it anyhow: Don't practice any of this on a "live" railroad track. You should only be practicing or riding on defunct, abandoned tracks. If your area doesn't have such beasts in the woods, forget about it and be grateful you don't have to deal with them. In addition, always wear the most protective riding gear you can find, whether you're play riding or racing. ■

Keep in mind that riding a trail bike is at best a dangerous pursuit; learning a new technique is difficult, sometimes frustrating and just as dangerous as playing in traffic. If you plan to try the techniques suggested by Mike Lafferty, or anyone else in Trail Rider, please remember that you are responsible for your own safety, and it's not our fault if you break a few bones. Know your limits and ride within them. If you have a question about riding, bike setup, or enduros, write to AMA National Enduro champ Mike Lafferty at Trail Rider, P.O. Box 2038, Medford Lakes, NJ 08055.

73rd International Six Day Enduro

THE Fire &



Shane Watts was The Man in Australia, being the first rider on the special tests every day and winning nearly every day outright. This boy can ride!

Text and Photos
by Paul Clipper

The Flood

Finland Triumphs Over a Most Curious Six Days

When the history books of the ISDE are written, this year's event in Australia is likely to go down as a well-organized mess. Those of us involved with the Six Days on the American side came away from the event nearly broken-hearted, watching our efforts go completely down the tubes before three days of the race had passed by. Without a doubt, we weren't the only nation troubled by the way things worked out, since the perpetrator was old Mother Nature, and nothing could be done to change her will.

The deciding factor was rain—and not a slow, cold, Eastern European rain that saps your strength and freezes you to the bone. No, most of this rain was at night and could have almost passed unnoticed. However, when you combine a climate and geographic conditions similar to Central California along with four inches of sudden downpour, you get rapid flooding and a whole ton of problems that were completely unplanned for.

Forget that the Six Days has been turning into a contest of special tests over the years; this year it was exactly nothing else. The riders were timed over a maximum of four 3- or 4-kilometer special tests every day, and any other time spent on the bike was just

wearing out parts.

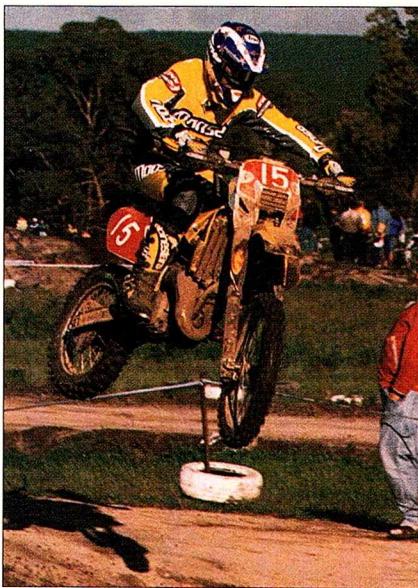
The whole event was spread out over four separate regions within a 30-kilometer circle of Traralgon, a small town in Victoria, Australia. Four regions, because days two and four were the same, while days one, three and five were in different locations. Whatever small bit of trail was used on day six was taken from parts of the previous day. The northern loops—days one and three—were hard-packed, mostly two-track and trail. The rest of the event was to the south, which was sandy and soft. The end of the winter had been fairly wet, so the area was greener than normal, which looked quite nice, but as soon as the grass was torn out of the way the dust was exposed. Morning terrain tests and grass tracks were grassy and somewhat slick, and the afternoons were dusty before the rain. After the flood it was all tacky magic dirt.

THE PLAYERS

Team USA was huge this year; it seemed like everyone wanted to go to Australia. This was the third year for our Pro-Grip World Trophy Team, consisting of Rodney Smith on a 125



Ty Davis was the best American finisher, getting as close as second in the 400cc class.



Rodney Smith chased Watts hard all week, but just couldn't put it all together to top him. He finally seized in the final moto, losing his gold medal.



Scott Summers rode the wheels off of his XR, but little problems knocked him down to eighth in class.

Parallel Universe

Everybody asks what Australia is like, and the only answer we can give is "Just like America, but a little different." Folks speak English there, but of course with an accent that varies from pleasantly different to almost impossible to understand. There are also a lot of popular slang terms that can leave you wondering, and certain things have different names, but they're not too hard to figure out. Ketchup is tomato sauce, gasoline is petrol and the street isn't covered with asphalt, it's covered with bitumen. Everybody does say "G'day" all the time, and we must have heard the expression "No worries" about 100 times a day. One of the more hyperactive of our group starting wigging out on it one day. "No worries? No worries? Whatta they mean by that? Whatta they mean, 'No worries?'" We just told her she had to relax or they were going to take her away.

They drive on the wrong side of the street over there, which is very alarming at first, but you get used to it; either that, or you die. The majority of people in Australia live within about 50 miles of the coast because the interior is a nasty old desert, so the ocean was never much more than a half-hour drive, and seafood was fairly abundant in the restaurants. There isn't much in the way of native Australian cuisine, but the two small towns we bounced back and forth from shared four or five Mexican restaurants between them. They like Mexican food down under, which is fine because so do we. Certain places offered kangaroo steak and emu meat and stuff like that, but we avoided it. Fish and chip shops were everywhere, and we never had a bad cup of coffee.

The police were really strict about speeding. Five miles over the limit and they'd nab you, and they weren't terribly friendly. Everybody got a breathalyzer test if they were stopped, because they're really strict about drinking and driving as well.

Aside from Johnny Law, the Australian people were by far the friendliest, most outgoing people you'd ever want to meet. All you'd have to do was say hello and you were engaged in a conversation. People at the special tests, ladies in "chemist" shops, rough-looking characters in a big bloody "ute" full of barking dogs...everybody wanted to know how you liked Australia, where you were staying, how long you'd be there, what have you seen so far. And everybody we met had either been to California or was hoping to one day go there. We pointed out that there was a whole lot of America east of California, and it was far more interesting! Without a doubt, the friendly Aussies were the best part of our trip, and we'd head right back there tomorrow if they decided to run the Six Days all over again.

Suzuki, Randy Hawkins and Ty Davis, both on Yamaha WR400s, Chris Smith on a Honda XR250, Scott Summers on a Honda XR600 and Destry Abbott riding a 250 Kawasaki. Abbott was the only change this year, a swap for Steve Hatch, who couldn't ride this year due to prior commitments.

The American Junior Trophy team was all KTM-mounted, with Brian Garrahan in the 125 class, and Jason Raines, Robbie Jenks and Mike Lafferty all in the +175 two-stroke class. Beyond the ten top team riders, there were 36 other American riders competing on club teams, and we'll have their names printed in the results box somewhere within these pages. It seems that each rider this year had a minimum of 2.4 people along to help out, and combined with the American spectators, tourists, and whatnot, we had about 250 attendees wearing the red, white and blue.

It was an impressive effort, with all those people marching in at the opening ceremonies, two containers for all the bikes and pit support equipment, and dozens of Americans at every special test. In the end, our team results may not have been terrific, but everyone seemed to be having a great time.

The other contenders were there, and the lineup was formidable. Of course the Italians were present and obvious, still high on their domination of the event last year on their home turf. Giovanni Sala was in high spirits, as last year's overall winner of the Six Days, and this year's overall winner of the FIM World Enduro series, all on a KTM. Looking strong and secure was Kari Tiainen, leading the riders from Finland into the stadium. Tiainen is another KTM rider, for the last few years setting ISDE times close to the top of the chart, even though he rides in the over-500cc Four-Stroke class. The team of Finns he captains has been getting stronger every year, and was sure to be a major force in Australia.

Of course the Swedes looked tough, with Anders Eriksson, a 610 Husky rider, leading the way and promising to give Tiainen a lot of trouble. And the Australians, this year with the biggest contingent of riders and the home-court advantage. The Aussies also had Shane Watts, who came close to an excellent result last year except for a final moto tangle with Randy Hawkins. Watts is a past winner of the FIM World Enduro Championship on a 125, and this year he'd be piloting a KTM with a number one on the front; first rider out, same as last year. The Aussie Trophy Team definitely had some tough riders aboard, and we made a mental note to keep an eye on Stefan Merriman; he did really well last year at his first Six Days, and this year was riding a Husky 250.

Some 21 countries were on hand to compete in this far-flung down under ISDE, with rider numbers up to



Next to Watts, one of the Australian hotshots was Stefan Merriman, a local rider who beat Sala on day two and only missed the +175cc class win by 22 seconds.

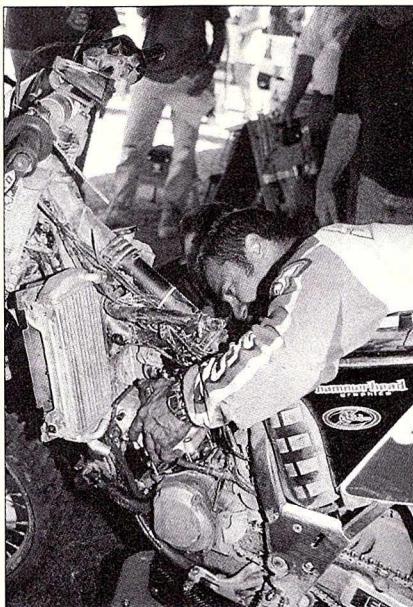
433. With no major pre-race dramas to report, we'll get right into the competition as it happened.

DAY ONE

Plenty of folks were around at the start; lots of excitement, a beautiful morning. No real dramas, though Chris Smith couldn't get the XR250 started, leaving him with a 20 point penalty right off the get-go. It doesn't seem like much, but at his level, on the Trophy team, 20 points can turn into a huge burden, and it did. He was obviously bummed as he changed his spark plug.

We went to some trail sections we'd scouted the previous day, and they were cool. Forest paths in the woods, no whoops, just the right width...fun trails. Shane Watts was breaking trail, and it looked like easy, fun riding. No one lost any trail points all day in this stuff—the sections were really short, linking the special tests together. Every day would be the same, as far as tests went, with two terrain tests—called "enduro" tests—in the morning, and two in the afternoon. The morning enduro tests weren't timed, while the afternoon ones were. Also, there were two grass tracks each day—called "cross" tests—that were timed. Each test is timed to the hundredth of a minute, and the total of your time in all the tests, in seconds, or "points," made up your score each day. Just so you know, the grass tracks were as wide as a motocross track everywhere, and so were the so-called "enduro" tests. I never saw an enduro test all week that wasn't ribboned at least 15 feet wide.

Although Watts was clearly the favorite among the small-bore bikes, he wasn't winning the special tests on day one. He squeaked out a third in the first test, then a second, another second, and a fifth, and he let other riders have the spotlight in the class. Rodney Smith was our fair-haired boy in the 125 class, and seemed to be having trouble getting warmed up. In reality, he had seized his Suzuki early in the day, just lightly, but it put him off his pace and affected his morning score. He finished 23rd in the first test, not nearly up to his capability. The remaining tests saw him set the third-fastest time in the afternoon's first enduro test, fifth in the second, and sixth in the second go-



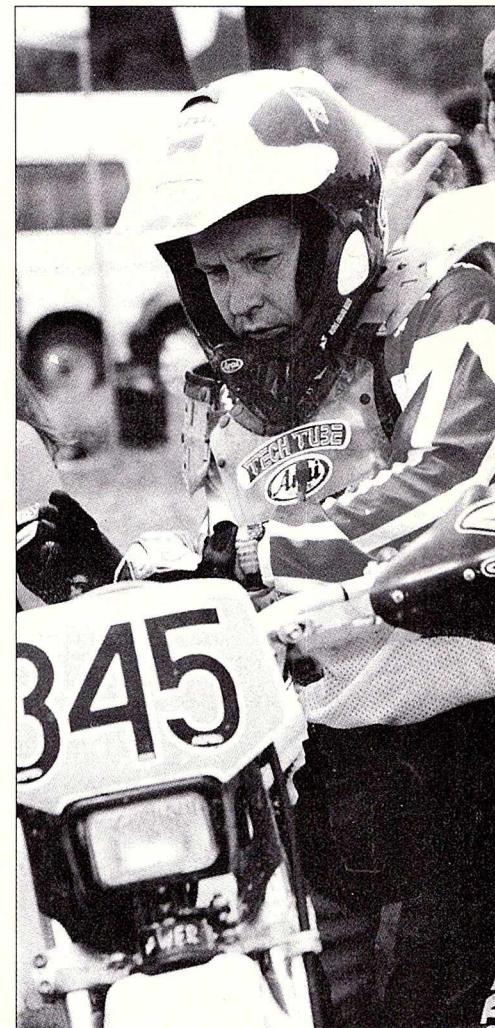
Rodney Smith changes a piston and cylinder on day one, while Shane Watts does the same thing. Rodney performed this operation two more times during the week.



Club team rider Pat Flynn parts the waters on the ill-fated day three. Flynn unfortunately had engine trouble and DNF'd one day. According to the rules, you can fix your bike and re-impound to finish without a medal, which is what he did.



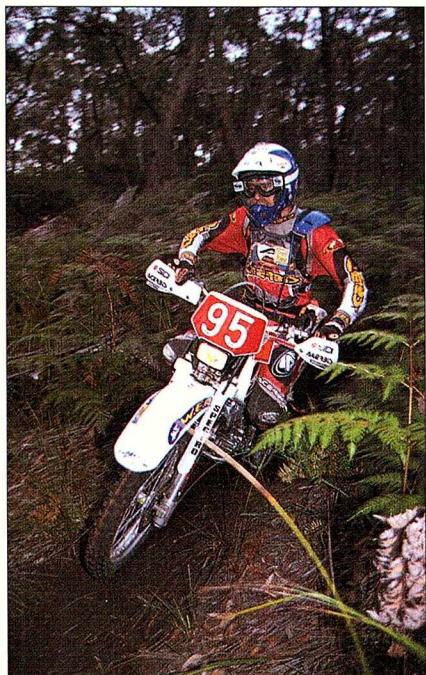
Jeff Fredette whips it on his Kawasaki, his 18th time riding the ISDE.



South Jersey rider Kevin Bennett gets ready to climb aboard on day one. Air filter trouble knocked him way down in the 250 Four-Stroke class.



Jason Dahmers rode "sweep" every day, as the absolute last rider on the course. He's not predisposed to loneliness, though, and finished tenth in the big thumper class.



Chris Smith finished sixth in class, the best American finish, but couldn't start the bike on day one and never recovered from the penalty points.



A rider takes advantage of a flooded ditch in front of the work area, after they were given until 4:00 p.m. to re-impound their bikes.

round in the grass track test.

We had no idea he'd seized his bike, of course, and were saddened to see him run in at the finish and immediately start pulling the engine apart for a new cylinder and piston. Only for a minute, though, since Watts and Italian Trophy rider Ivan Boano were doing exactly the same thing. If the week turned into a rebuild race, Watts would have had the win in the bag. He had the cylinder off his KTM within two minutes, while Rodney was still working his off after five minutes of intense wrenching.

All of the sick 125s attest to the fact that the dust is bad here; there will be a lot of discarded air filters filling the dumpsters. Also, the sheer amount of revving makes this a contest completely unfair to 125s. Yes, the riders are only tested for something less than four minutes in wide-open grass tracks, but we tend to forget that there's all this road and trail to be covered each day, and covered quickly. We figured out trail section times in some places during the week to be around 35 mph. That works out to an excess of 9,000 rpm, all day long, on an MX 125 like Rodney's, and frankly, the bikes are not made for that kind of treatment. The wide-ratio transmissions on the 125 Huskys and KTM help somewhat, but it still adds up to a lot of abuse.

Giovanni Sala was winning the +175cc class by the end of the day, which was no surprise at all. He had three seconds on Finn Mika Ahola, followed by French flash Eric Bernard and local Australian Stefan Merriman. The highest-finishing American in the class was Destry Abbott (17th); his best time of the day was 13th in the first special test—one of the two Sala won. Mike "Junior" Lafferty was doing well, with a 22nd in class, looking much more smooth and confident than he had in Italy.

In the new 250 Four-Stroke class, an Australian by the name of Ben Grabham did very well, with a second in the first test and a win in every one after that. Grabham is 17 years old, with about a 26-inch waist, and obviously enjoys that indestructible quality of youth. He's stayed just ahead of Laurent Charbonnel, the Frenchman who laid waste to the 400cc Four-Stroke class the first two years it existed. Chris Smith finished sixth for the day with fairly good test scores, but the 20 points for late starting really hurt him. Without the penalty points he would have finished the day in third.

French rally rider Cyril Esquirol finished the day leading the 400cc Four-Stroke class, just squeaking a few hundredths of

a minute past Belgian motocrosser Joel Smets. Smets was hauling around on a 400cc Husaberg and laid waste to the special tests. We expected him to move to the head of the class on the second day. Ty Davis was doing the best of the Americans in this class, whipping his 400 Yamaha into sixth place, setting the second-fastest score in the third test, and third place in the fourth. He was only five seconds out of the lead and in perfect position to sneak up to the front. Randy Hawkins was also riding a WR400, and ended the day 11th in the class, looking good in the tests.

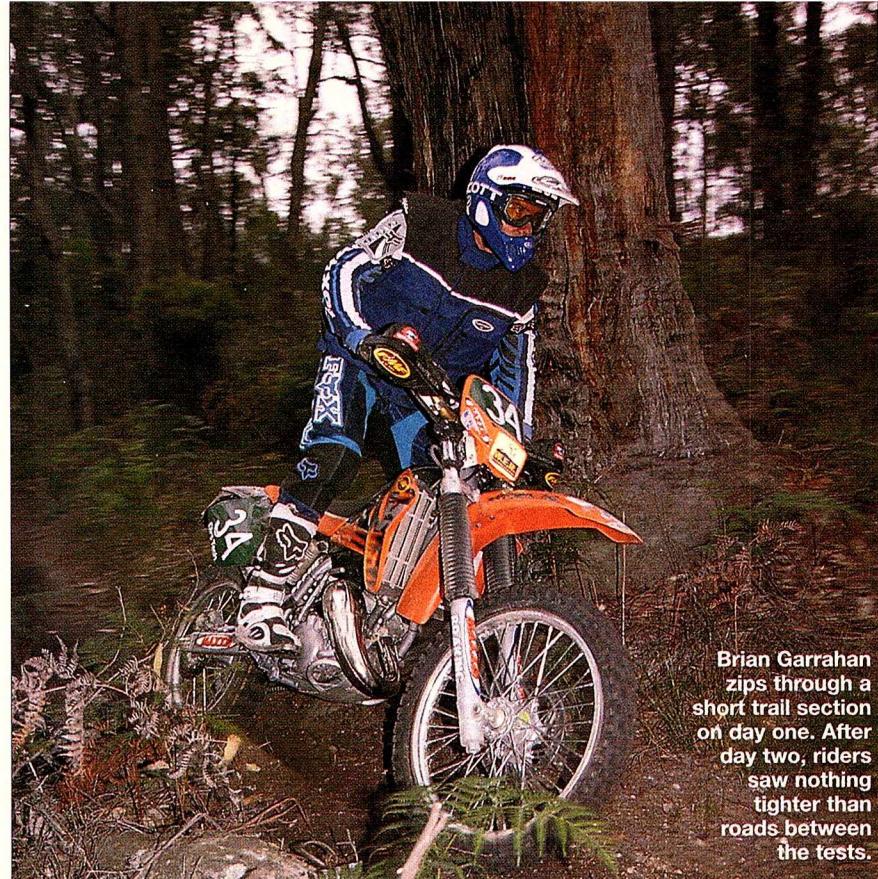
The Big Four-Stroke class was the property of Anders Eriksson, Swede, which was not much of a surprise. He has always been a mean competitor in this class, and will be hard to beat. He was followed by Martin Lind, also from Sweden, and then Scott Summers. Summers was plowing through the special tests on his XR600, against a field of water-cooled Husabergs, KTM's and Huskys. With the exception of one Australian club team rider, Scott's was the only Honda XR600 entered. The poor thing looked like a dinosaur in this crowd, but Summers finished seventh, second, second and fifth in the four tests, respectively, and he is proving that he knows how to whip that old war horse. Fabio Farioli trailed Summers by three points, and Kari Tiainen was another two points behind Farioli. It was sure to be good entertainment to keep watching this class.

Sweden led the Trophy at the end of the day, followed by France, Finland and Italy, then Australia and the U.S.A. Sweden was also leading the Junior Trophy, followed by Spain, France, Italy, Australia and the U.S.A.

DAY TWO

The miserable part of day two was watching Trophy Team rider Destry Abbott seize his connecting rod in the second grass track special test of the day. He finished the first day 17th in the +175cc class, the best American finish in that group. He pushed it into the finish of the test, and then out of the public eye, but only to be joined by a marshal and left with no choice but to pack it in. In a very short amount of time, Abbott and a chase rider managed to pull the Kawasaki's engine down and find the connecting rod seized to the crank pin, something completely un-fixable on the trail. Bad luck!

This left us with five riders, the minimum necessary to be scored for the Trophy



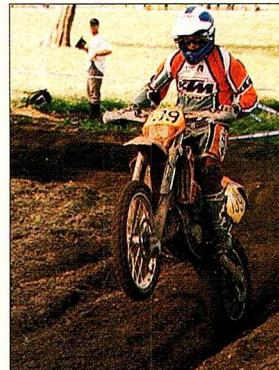
Brian Garrahan zips through a short trail section on day one. After day two, riders saw nothing tighter than roads between the tests.



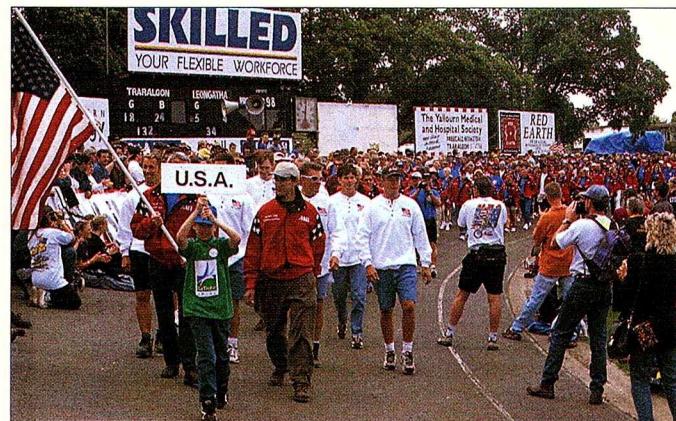
Junior Trophy rider Jason Raines carves out an Australian berm. He finished with the silver, helping the JT team get their sixth-place honors.



Looking like he was scrambling to keep up, Giovanni Sala missed the overall but won the +175cc class by a hair. After Shane Watts, Sala may not be the fastest man alive any more.



A very promising rookie in the 125cc class was desert racer Russ Pearson, who rode to a gold medal in his first attempt at the Six Days.



Heads turned when the whole American contingent marched in at the opening ceremonies. There may have been more Yankees than Aussies in that stadium.

team win, but now everyone else had to be on their toes and dedicated to a strong finish. Personally, my biggest worry was Rodney Smith; specifically his bike. With all the high speeds and dust so far his 125 was looking more and more fragile. We were told that he eventually changed the piston three times during the week, and it still wasn't enough in the end.

Mike Lafferty: "You know, we rode for

nine hours today, and they tested us for 12 minutes; four special tests, averaging about three minutes each. That's it. Gives you an idea what we're actually doing out there."

They spend all day long riding trail and dirt roads—sweating over whether their bike is sucking dust, will it keep running, did they just fill it with four-stroke gas—and every now and then they have to stop and

uncork it for three minutes. Pretty nerve-wracking, if nothing else. "We rode 30 kilometers out there on the road, and 30 back, and then two loops, all trail. I mean, I'm wrecked! It's like Sandy Lane, like a local enduro, twice."

New Jersey rider Kevin Bennett repeated the sentiment. "It was great!" Bennett said. "It was like Sandy Lane, all whooped up and beat up. Just like home!"

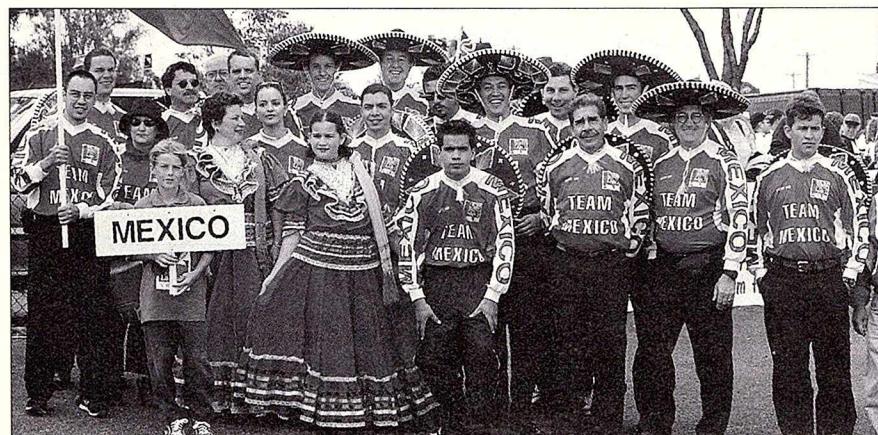
Australian Trophy rider Shane Watts seriously kicked everyone's butts on day two. He won every test overall on his 125, as first rider out. He hits the tests in the morning when there are no tracks on them and blows through them like grease through a goose. He won the 125 class, of course, and his teammate Stefan Merriman won the 250 class, winning all but the first special test (compared to the rest of his class). Merriman beat Sala by a good four seconds in each test. We were watching the mighty fall here, and it was wild. Sala has some sort of sixth-sense for this, because his riding wasn't smooth and easy like last year. He was a guy trying as hard as he could just to stay up front, and it was obvious by watching him.

Of course, the good scores pushed the Australians into the lead in the Trophy Team competition. They led Sweden by three seconds, followed by Finland and Italy, then France and the U.S. Our guys didn't change position, although Ty Davis seemed to be warming up. Ty won two of the tests in the 400cc Four-Stroke class, moving into second place behind Belgian MXer Joel Smets, only 1.8 seconds off the lead in the class. The U.S. team also stayed the same in the Junior Trophy competition, still in sixth.

We packed it in listening to the rain on Tuesday night, promising a dust-free morning on Day three; good because any dust is a pain, but bad because the hard-packed northern trails would be fairly slippery (or so we thought). In truth, day three would turn out to be one of the weirdest days ever for an ISDE, simply because of the rain.

DAY THREE

A very curious day. It started raining the evening before, which was welcomed because of the bad dust. Trouble was, it never stopped raining, and reports in the morning indicated that we'd received 50mm (2 inches) of rain overnight, and it was still coming down. My roommate, Lindsay Pirie, and I went out to the first grass track test for the first rider at 7:30 a.m., and it was pouring. Shane Watts



Our check crews inherited Team Mexico, since they had too few support people to cover all the needed checks. Team Mexico did all right, with top rider Aldana Sanchez winning a silver medal and all six of their Trophy riders finishing.



The Italian Trophy team shows off the much coveted World Trophy and Junior World Trophy they won last year. They didn't hold on to them this year, however.

looked deadly on the test, setting the fastest time, but the creek crossing following the tests soon became impossible. The riders past number 80 or so were stopped dead.

We had no idea. We went back into town for rain gear and found out that the jury decided to void the whole day's results—which at this point was one cross test—and give everyone until 4:00 p.m. to impound their bikes.

Well, it was like feeding time in the zoo. The riders all zipped back to town and an orgy of mid-week maintenance ensued. Pretty much every bike that was impounded that afternoon had new pistons, chains, sprockets, brakes...whatever you can think of. I think the scene overwhelmed the marshals, and normal rules of help seemed very relaxed. I saw mechanics working on riders' bikes everywhere, while the rain continued to fall. A very unusual day; it was like resetting the Six Days to zero again, and as far as the event went it was difficult to leave the fairgrounds without an overwhelming feeling of dread and depression.

Let's count the negatives: Destry Abbott, one of our fastest Trophy riders, was out. Ty Davis had just gotten warmed up on the dust, and mud isn't his thing. Lord knows how much water or mud might have been sucked into Rodney Smith's 125 (although it did receive a top-end job before impound). And anybody can tell—just by looking at the flooded streams and rivers—that there won't be any trail on the course tomorrow. You could hear Elvis leaving the building.

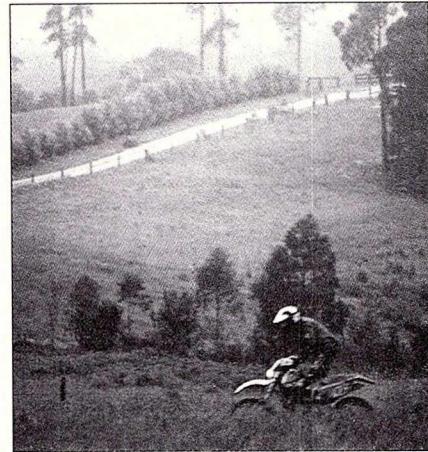
Randy Hawkins: "This still isn't the easiest. Germany was the easiest Six Days I ever rode. We basically rode asphalt and dirt roads to every test. This wound up being pretty easy, but they had the potential to make it a tough event. The organizers did a great job, but you can't control the weather. I think the American team would have done a lot better if they would have just ran the whole race, but hey, that's the way it goes. It is getting easier though—now they ride easy trails, go to a test, ride easy trails, go to a test. It used to be, when Malcolm [Smith] and them rode, the test was the last thing you worried about. You tried to get to the test, then you'd race. But I've got no complaints, my Yamaha's been great. Other than the weather, everything's been good."

DAY FOUR

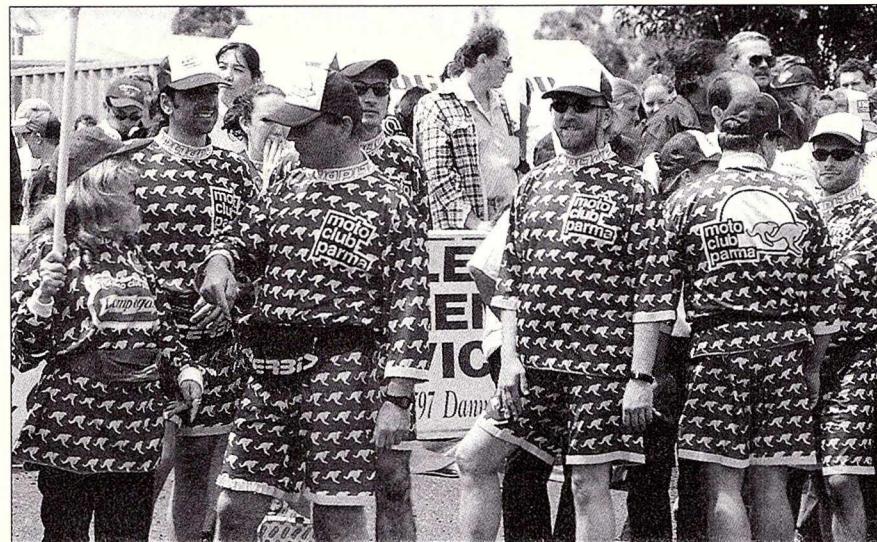
It was still raining somewhat, and rivers were flooded everywhere—really flooded.



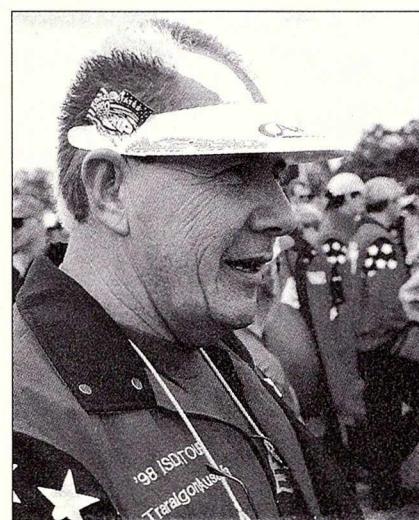
Drew Smith picks his way through the woods. Most of the Australian woods could pass for jungle to us Yanks.



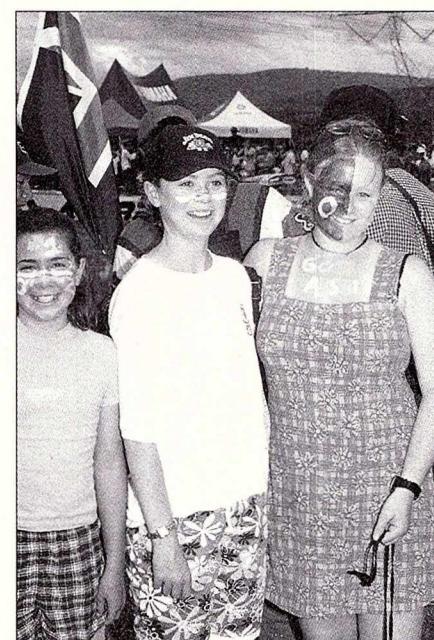
Scott Summers crosses a farmer's field in the pouring rain, just before the creek crossing that ended it all on day three.



The worst-dressed award has to go to Italian team Moto Club Parma, who were seen all week wearing their incredibly disturbing kangaroo-print pajamas.



(Right) Local enthusiasm for the home team. The Americans didn't use face paint, they just dyed their hair (above). American team manager Gunny Claypoole will never live down his skunk helmet hairdo.





(Above) Day two was the picture of enduro bliss, as Mike Lafferty changes a tire in the work area. The next day (left) the same beautiful spot turned into Woodstock-on-motorcycles as the rain poured down.



Destry Abbot pushes out of the day two grass track after seizing the connecting rod on his bike. He had excellent potential but rotten luck this trip.

Parts of the township were unrecognizable. No damage, just water, and a lot of the course was impassable due to water and mud. Instead of running the usual trail, they delayed the start until 11:00 a.m., and then ran the guys out to the grass track—same one we used on day two, as scheduled—and then back to the parc ferme, twice. So they were scored for both of the grass tracks plus one short terrain test.

As you can guess, this wasn't turning out to be much of a Six Days.

John Hall, Clerk of the Course: "This is my worst nightmare come true."

Just like Junior Lafferty said, "We rode for nine hours, and they tested us for only 12 minutes." Well, now they were riding for maybe two hours total and being tested for about 15 minutes because of the mud. If you fall, though—with this kind of international competition and the timing being this tight—if you crash you've just dropped like a rock in the results. If you simply stall out you're screwed. The poor Australian Trophy Team deservedly squeaked into first place after day two, yet in one test on day four, 250cc Four-Stroke rider Ben Bunda dropped it and got a little stuck, and wound up losing an extra 25 seconds or so. This one little piece of bad luck dropped the Aussies from first to fifth in the standings.

The American team stayed consistent, although individuals had problems, and we finished the day still in sixth, both Trophy and Junior Trophy. Ty Davis was poised, at the beginning of the scrapped day three, to take away the lead in the 400cc Four-Stroke class from Joel Smets, but bad luck in a test knocked him down

to fourth in the class and left him with a 40-second gap to make up. Not good.

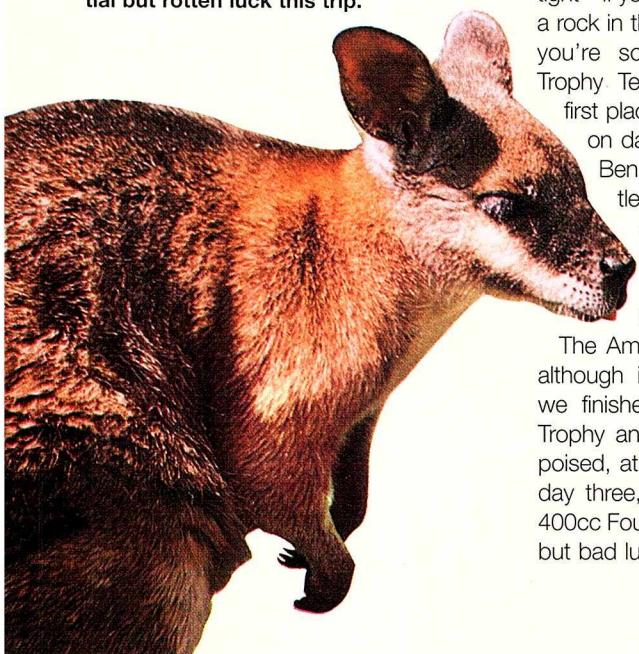
Jeff Fredette: "This event was a victim of circumstances. You can't compete with Mother Nature, I guess. The first two days were a good test, but after that it fell apart."

Fredette was competing in his 18th Six Days. He and Drew Smith carried the flag in opening ceremonies, since they are the true veterans on the American squad (Smith has a total of 19 ISDEs to his credit). Fredette rode the week in his usual non-nonsense manner, and finished with a silver medal in the +175 class on a KDX200. Drew Smith had the bad luck to seize his Husky 125 in the final moto, but still finished the week with a silver medal.

DAY FIVE

Everybody looked a little better on day five, but unless others had bad trouble there was no way it would be good enough. Our guys, who are great long-distance riders, were all depressed, especially the old-school enduro riders. I ran into Drew Smith in a pizza joint, and he was plainly bummed. "All I know is the guys were racing up the grass strip into the parc ferme today," he told me, "and all that means to me is that they haven't had enough yet. Their asses should be dragging up that grass strip."

The rain sure messed things up. They shortened day five, and day six is never difficult, so it came down to just a few special tests each day that mattered. The organizers, seeing that this was happening, went to the FIM Jury and begged them to let the Aussies time all four terrain tests each day, but they were denied. The riders had at least 30 minutes at every



checkpoint, and they were looking for something to do to let off steam. What a bummer it was, but the weather was now beautiful, the locals continued to be the friendliest, nicest people you'd ever want to meet, and there were motorcycles everywhere. Is it too early to start planning next year's effort in Portugal?

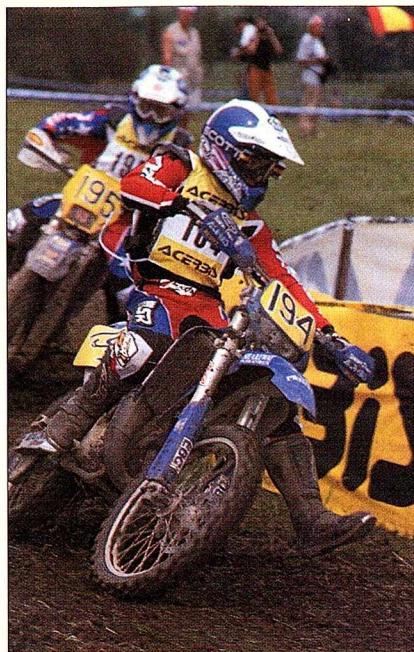
Dave Bertram, USA Pro-Grip Trophy Team Manager: "Next year, I want to have more training camps, and I want to bring in some grass track specialists. Whether it's someone from overseas or not, riders who specialize in one lap, as fast as you can go, so our guys can get the hang of it. We're close; we definitely have the talent—we have the greatest riders in the world. We just need more practice on grass tracks. We should also transform our national series to this format of racing, so our riders get more natural practice at ISDE-type events. As the new series got more popular, it would hopefully attract the support of the factories, and as our riders race this type of event more and more, we'd get more competitive. We can't compete at their game if we don't play it at home."

DAY SIX

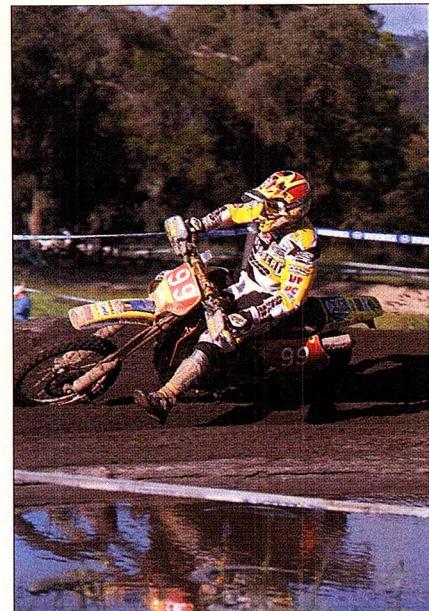
The riders had a quick ride around the countryside, ending at the huge Loy Yang Power plant where a final MX grass track had been ribboned off. It was little surprise when Shane Watts ran off with the first moto and kicked everyone's butt, taking the win by about 14 seconds. Rodney Smith was in that moto for about a lap-and-a-half until his Suzuki seized, finally giving up the ghost after a week of abuse. Watts' top score bumped him into the overall win for the Six Days, an unofficial title, although one that everyone notices. Watts finished the week 58 seconds faster than his closest rival, that being Juha Salminen of the Finnish Trophy Team, also on a 125. Note that Giovanni Sala did win the +175 class, but just by the skin of his teeth. In total points, the likable Italian rider finished third overall.

Mike Lafferty got off the line just behind Sala in his moto and was locked onto him until someone slid out in a turn and Mike crashed big time. He went over the bars and got up last, but moved up pretty well; we were proud of him. Sala didn't win the moto though, New Zealander Darryl King (MX World Champ) did.

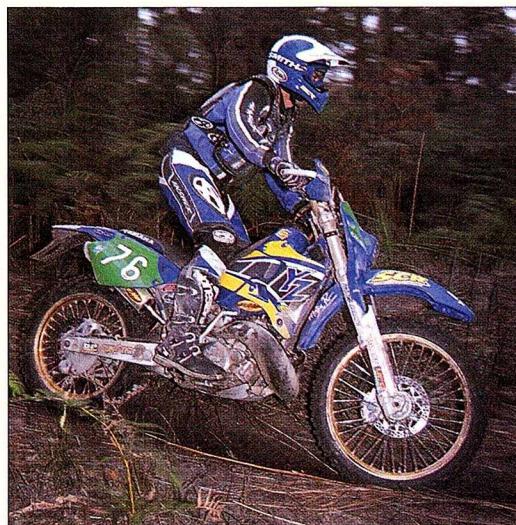
With all the Americans on the grid, there



Eric Ducray chases Eric Cleveland through a flat turn at the final motocross.



Motocross world champion Joel Smets looked like he was riding sitting down all week, but set blistering times in the 400cc class.



Robbie Jenks was one of only three American riders to score a gold medal in the +175cc class.

was a pack of riders to cheer for in every race, or so it seemed. The ECEA's Jeff Kirchner got the holeshot in one moto, led for a couple of turns, and enjoyed his moment of glory. Chris Smith had an excellent start in his moto, but suffered the same luck as Lafferty and was taken out by a crashing rider. Smith moved way up in the race, though. Unfortunately he only scrubbed off enough points to get into sixth in the 250 Four-Stroke class.

Joel Smets made the whole thing look like a Sunday club ride in the 400cc class moto, and Ty Davis never really got up and diced with him. Davis bobbed slightly on the start and got pinned in heavy traffic, giving Smets a fine opportunity to pull



Randy Hawkins scrapes off some mud before a special test. He liked the WR400 at the ISDE, but admits he wasn't ready for the blistering times in the special tests.

away from the field. Davis wound up with the best American score for the week, but finished the event eighth in the 400cc class, down 106 seconds from Smets.

The best race to watch was the final one, the 500cc Four-Stroke moto. The whole grass track was very fast, there wasn't a turn on the circuit that couldn't be taken in third gear, and the most incredible sweeper turn linked the last and first turns. Watts and the very fastest 125 riders did this turn pinned in top gear, and even the strongest of the bigger bike riders could be seen to back off just a touch in this turn. Not the leaders in the big thumper class, though. New Zealand GP MX rider Darryl King and Belgian Trophy

73rd International Six Day Enduro Official Results

Trophy Team

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	FINLAND , 323.10							
4	Salminen, Juna	1	1.86	24.53	0.00	10.07	0.46	20.30
42	Laaksonen, Jani	2	14.39	27.53	0.00	10.46	24.48	11.66
56	Ahola, Mika	2	3.21	15.32	0.00	0.00	0.00	8.23
70	Silvan, Petteri	2	13.18	19.96	0.00	0.37	18.23	6.02
91	Kytonen, Vesa	3	42.65	22.66	0.00	13.62	36.21	7200.00
137	Tianen, Kari	5	16.83	11.76	0.00	42.31	89.99	19.29
	Daily Totals		49.47	94.23	0.00	34.52	79.38	65.50

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
2	SWEDEN , 363.98							
31	Larsson, Rickard	1	2.98	43.48	0.00	14.60	15.45	21.03
85	Johansson, Joakim	3	20.49	62.89	0.00	35.25	7200.00	7200.00
105	Hermansson, Jonas	4	38.23	14.86	0.00	2.66	20.70	23.33
116	Carlsson, Björne	4	7.09	7.56	0.00	2.34	9.20	12.78
124	Eriksson, Anders	5	0.00	0.00	0.00	0.00	0.00	26.50
135	Lind, Martin	5	7.47	23.75	0.00	33.75	19.24	34.72
	Daily Totals		38.03	89.65	0.00	53.35	64.59	118.36

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
3	AUSTRALIA , 424.20							
1	Watts, Shane	1	0.00	0.00	0.00	0.00	0.00	0.00
12	Smith, Damian	1	35.57	55.56	0.00	31.91	43.39	29.49
38	Martin, Peter	2	51.79	39.38	0.00	18.23	25.34	19.68
53	Merriman, Stefan	2	9.63	0.00	0.00	6.08	8.68	24.27
94	Bunda, Ben	3	18.95	17.27	0.00	51.78	19.38	10.36
109	Sargent, Phil	4	16.08	29.47	0.00	21.04	63.13	43.69
	Daily Totals		80.23	86.12	0.00	77.26	96.79	83.80

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
4	ITALY , 431.65							
20	Passeri, Stefano	1	6.17	31.09	0.00	4.80	72.52	14.35
74	Sala, Giovanni	2	0.00	13.13	0.00	1.60	9.66	1.91
79	Boano, Jarno	2	20.16	31.30	0.00	19.37	51.77	53.22
93	Rossi, Gian Marco	3	43.84	11.82	0.00	30.23	3.27	5.74
120	Rinaldi, Mario	4	14.92	25.47	0.00	14.56	39.05	4.11
132	Farioli, Fabio	5	16.72	40.79	0.00	24.45	35.89	30.34
	Daily Totals		57.97	112.81	0.00	64.78	139.64	56.45

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
5	FRANCE , 561.69							
43	Fretigne, David	2	17.98	47.93	0.00	9.43	40.38	3.57
71	Bernard, Eric	2	7.71	34.93	0.00	1.01	10.99	2.78
97	Charbonnel, Laurent	3	8.80	13.00	0.00	22.51	9.17	12.36
114	Esquiroli, Cyril	4	0.00	4.78	0.00	9.60	13.00	34.30
118	Boulet, Christian	4	10.15	47.97	0.00	13.47	189.37	18.73
138	Pidoux, Laurent	5	24.15	25.74	0.00	42.07	7200.00	7200.00
	Daily Totals		44.64	126.38	0.00	56.02	262.91	71.74

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
6	BELGIUM , 753.49							
13	Godfroid, Thierry	1	56.35	75.96	0.00	26.58	66.06	23.83
40	Magaïn, Bernard	2	13.73	41.56	0.00	13.96	37.10	36.08
54	Delsenne, Philippe	2	116.76	146.93	0.00	70.40	143.40	109.76
90	Saeys, Pierre	3	47.59	50.83	0.00	40.13	51.97	9.22
99	Smets, Joel	4	1.27	0.00	0.00	0.00	0.00	0.00
129	Boonen, Johan	5	99.43	30.72	0.00	18.71	12.41	0.00
	Daily Totals		218.37	199.07	0.00	99.38	167.54	69.13

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
7	CZECH REPUBLIC , 830.15							
17	Michalk, Roman	1	22.52	43.38	0.00	19.96	14.79	549.98
30	Gotvald, Zdenek	1	66.99	62.43	0.00	40.71	30.44	56.45
69	Posledni, Bohumil	2	43.20	52.65	0.00	18.51	33.00	67.53
106	Scheder, Karel	4	47.71	35.99	0.00	14.96	19.09	27.98
117	Macek, Martin	4	18.90	32.37	0.00	9.21	45.13	35.79
130	Kremel, Martin	5	19.08	41.77	0.00	40.81	29.98	54.18
	Daily Totals		151.41	206.16	0.00	103.35	127.30	241.93

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
8	NEW ZEALAND , 984.79							
24	Pollard, Mark	1	53.51	120.72	0.00	63.00	90.28	80.88
39	Herbert, Dougy	2	75.32	88.79	0.00	30.92	70.87	64.43
62	Bird, Steven	2	52.85	88.97	0.00	27.09	73.97	59.29
75	King, Shayne	2	16.57	41.02	0.00	9.08	11.33	0.00
96	Clarke, Sean James	3	44.01	52.49	0.00	48.71	31.29	37.27
133	King, Darryl	5	32.51	14.51	0.00	4.37	30.44	0.50
	Daily Totals		199.45	285.78	0.00	120.17	217.90	161.49

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
9	UNITED STATES OF AMERICA , 1279.98							
15	Smith, Rodney	1	19.94	33.60	0.00	30.89	25.53	489.98
51	Abbott, Destry	2	35.64	7200.00	0.00	7200.00	7200.00	7200.00
95	Smith, Chris	3	38.85	32.82	0.00	29.84	15.18	26.01
107	Davis, Ty	4	14.88	1.44	0.00	25.25	37.12	29.10
112	Hawkins, Randy	4	22.77	40.66	0.00	28.83	50.19	71.59
127	Summers, Scott	5	13.78	42.42	0.00	67.25	40.37	54.70
	Daily Totals		107.01	151.14	0.00	182.06	168.39	671.38

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
10	GREAT BRITAIN , 1308.45							
23	Vaughan, Mark	1	51.50	92.72	0.00	53.71	65.81	73.44
49	Sartin, Rob	2	51.61	54.21	0.00	20.67	45.21	39.65
72	Lewis, Tim	2	1080.4580.45	0.00	18.19	65.42	43.70	
78	Hughes, Wyn	2	60.94	75.99	0.00	32.77	59.62	80.84
101	Fraser, Jason	4	43.98	68.64	0.00	29.33	62.21	54.89
108	Deacon, John	4	42.87	63.83	0.00	38.53	74.33	64.99
	Daily Totals		250.90	343.12	0.00	139.49	298.27	276.67

Junior Trophy Team

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	SPAIN , 472.13							
32	Pons, Xavier	1	38.98	92.30	0.00	58.01	660.84	36.95
37	Arpa, Miki	2	22.30	21.08	0.00	3.35	17.01	4.88
44	Coma, Marc	2	32.73	43.97	0.00	14.36	59.99	21.21
52	Farres, Gerard	2	30.40	61.45	0.00	48.92	56.68	33.80
	Daily Totals		85.43	126.50	0.00	66.63	133.68	59.89

No.	Name	Class	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
2	SWEDEN , 476.87							
48	Bengtsson, Thomas	2	56.82	62.75	0.00	34.81	53.21	386.07
63	Broman, Linus	2	51.12	66.55	0.00	25.83	67.55	35.30
100	Bergvall, Peter	4	12.24	29.56	0.			

37	189	STORRIE, Brian	USA	KAW	4571.27	576.40	Silver
39	194	CLEVELAND, Eric	USA	YAM	4590.41	595.54	Silver
40	15	SMITH, Rodney	USA	SUZ	4594.81	599.94	Silver
46	193	CONNER, Jim	USA	KTM	4737.65	742.78	Silver
48	176	ZIMMERMAN, Robbie	USA	KTM	4773.97	779.10	Silver
51	165	PIGGOTT, Russ	USA	YAM	4885.90	891.03	Silver
55	180	SMITH, Drew	USA	KTM	5112.31	1117.44	Silver
68	195	DUCRAY, Eric	USA	YAM	10590.38	6595.51	Bronze

+175cc Two Stroke

1	74	SALA, Giovanni	ITA	KTM	4060.26	0.00	769.75
2	56	AHOLA, Mika	FIN	TM	4060.72	0.46	Gold
3	53	MERRIMAN, Stefan	AUS	HUS	4082.62	22.36	Gold
4	71	BERNARD, Eric	FRA	KTM	4091.38	31.12	Gold
5	70	SILVAN, Petteri	FIN	GG	4091.72	31.46	Gold
6	37	ARPA, Miki	SPA	KTM	4102.58	42.32	Gold
7	75	KING, Shayne	NZ	KTM	4111.96	51.70	Gold
8	42	LAAKSONEN, Jari	FIN	GG	4122.48	62.22	Gold
9	43	FRETIGNE, David	FRA	YAM	4153.25	92.99	Gold
10	144	PELLEGRINELLI, Tullio	ITA	HON	4162.73	102.47	Gold
25	81	LAFFERTY, Michael	USA	KTM	4304.28	244.02	Gold
44	322	GARRAHAN, Patrick	USA	KTM	4422.48	362.22	Gold
49	76	JENKS, Robbie	USA	YAM	4465.86	405.60	Gold
54	277	FREDETTE, Jeff	USA	KAW	4558.50	498.24	Silver
57	66	RAINES, Jason	USA	KTM	4580.75	520.49	Silver
63	244	DEYO, Alan	USA	KTM	4621.71	561.45	Silver
68	313	WINDMANN, Mike	USA	KTM	4654.75	594.49	Silver
70	223	HIGGINS, Rick	USA	YAM	4660.15	599.89	Silver
71	225	BAILEY, Lynn	USA	HON	4669.46	609.20	Silver
74	324	PALERMO, Ron	USA	KTM	4701.04	640.78	Silver
77	214	KIRCHNER, Jeff	USA	KTM	4721.89	661.63	Silver
87	239	BRAGG, David	USA	KTM	4770.28	710.02	Silver
89	318	KELLY, James	USA	HBG	4785.36	725.10	Silver
111	333	AMBROSONI, Joey	USA	KAW	4971.37	911.11	Silver
126	240	KETCHUM, Jeremy	USA	KTM	5221.63	1161.37	Silver
158	238	FLYNN, Pat	USA	KAW	10878.17	6817.91*	(finisher)

250 Four-Stroke

1	86	GRABHAM, Ben	AUS	HON	4246.97	0.00	Gold
2	97	CHARBONNEL, Laurent	FRA	KAW	4290.71	43.74	Gold
3	93	ROSSI, Gian Marco	ITA	HON	4319.77	72.80	Gold
4	94	BUNDA, Ben	AUS	HON	4342.61	95.64	Gold

rider Johan Boonen led the big pack around the course, and I swear those two never lifted on that turn. We were standing on the outside of the turn with a whole pack of spectators, a terribly dangerous place to be, and it was like standing right up to the fence at a half-mile flat track. We were so close, the guy next to Lindsay had his foot run over by Boonen. Scott Summers and Jason Dahmers battled forward of mid-pack, and they were banging handlebars and swapping positions like Hannah and DeCoster in the old days. Wild! Boonen took the win, Anders Eriksson cruised in fifth to easily take the class win, and Kari Tiainen of Finland rode safely across the line way back in 17th place, but in doing so nailed the Trophy Team win for Finland.

Finland nabbed the Trophy, followed by Sweden, Australia, Italy, France and Belgium. The U.S. finished ninth in the Trophy hunt. We stayed the same all week, and finished sixth in Junior Trophy, although we were way back from fifth place. Spain won that battle, followed by Sweden, Australia, France and Italy.



Riding strong and confident this year, Mike Lafferty set the second-best American score and led the Junior Trophy team to sixth place.

5	353	MIGLIORATI, Massimo	ITA	HON	4344.94	97.97	Gold
6	95	SMITH, Chris	USA	HON	4367.57	120.60	Gold
7	87	MANCINELLI, Geoff	ITA	HON	4382.53	135.56	Gold
8	151	BALLARD, Pierre	AUS	HON	4411.16	164.19	Gold
9	90	SAEYS, Pierre	BEL	KAW	4424.61	177.64	Gold
10	96	CLARKE, Sean	NZ	HON	4438.64	191.67	Gold
23	347	WILCOX, Shaun	USA	HON	4884.75	637.78	Silver
27	358	ROSS, Lonnie	USA	HON	5310.18	1063.21	Silver
31	345	BENNETT, Kevin	USA	HON	6131.90	1884.93	Bronze

400 Four-Stroke

1	99	SMETS, Joel	BEL	HBG	4103.06	0.00	Gold
2	116	CARLSSON, Bjarne	SWE	HBG	4140.76	37.70	Gold
3	114	ESQUIROL, Cyril	FRA	HON	4163.47	60.41	Gold
4	100	BERGVALL, Peter	SWE	HBG	4186.06	83.00	Gold
5	120	RINALDI, Mario	ITA	KTM	4199.90	96.84	Gold
6	105	HERMANSSON, Jonas	SWE	HBG	4201.57	98.51	Gold
7	103	VAN DIJK, Toine	NED	YAM	4208.12	105.06	Gold
8	107	DAVIS, Ty	USA	YAM	4209.58	106.52	Gold
9	117	MACEK, Martin	CZ	YAM	4243.19	140.13	Gold
10	106	SCHEDER, Karel	CZ	HBG	4247.52	144.46	Gold
14	112	HAWKINS, Randy	USA	YAM	4316.03	212.97	Gold
22	411	BOOK, Donnie	USA	YAM	4396.04	292.98	Gold
26	396	MARSHALL, Cole	USA	HON	4495.48	392.42	Gold
28	386	WILCOX, Curt	USA	YAM	4531.55	428.49	Silver
29	372	KOHLER, Erik	USA	YAM	4535.77	432.71	Silver
42	384	MONROE, Mike	USA	YAM	4907.20	804.14	Silver
45	398	LAWSON, Ron	USA	HBG	4974.84	871.78	Silver

500 Four-Stroke

1	124	ERIKSSON, Anders	SWE	HUS	4119.40	0.00	Gold
2	133	KING, Darryl	NZ	HUS	4175.23	55.83	Gold
3	135	LIND, Martin	SWE	HBG	4211.83	92.43	Gold
4	132	FARIOLI, Fabio	ITA	KTM	4241.09	121.69	Gold
5	129	BOONEN, Johan	BEL	HUS	4254.17	134.77	Gold
6	137	TIANEN, Kari	FIN	KTM	4273.08	153.68	Gold
7	130	KREMEL, Martin	CZ	HUS	4278.72	159.32	Gold
8	127	SUMMERS, Scott	USA	HON	4311.42	192.02	Gold
9	125	CUNNINGHAM, Ian	AUS	HUS	4343.44	224.04	Gold
10	433	DAHNERS, Jason	USA	HBG	4351.19	231.79	Gold
25	426	CAMPBELL, Dave	USA	HBG	5446.45	1327.05	Silver
26	424	JUDSON, Rodney	USA	HUS	5484.19	1364.79	Silver

An Italian Team won the Club Team competition, and our best finishing club team was the Ridge Runners M.C.—Russell Pearson, Pat Garrahan and Cole Marshall—who finished the week in seventh. There were so many individual American riders there's no way we can tell stories about them all. They all worked hard, had their own dramas, and came away from this Six Days with their own emotions. As a die-hard fan of this kind of racing, I hope it was a good experience for all of them.

It was a heck of a trip, both hot and cold, figuratively and literally. We start with such optimism, and always get slapped with the reality that our boys just aren't used to this kind of racing. Then this year we got killed by the weather and the removal of anything difficult in the event.

Well you know, some you're gonna get, and some are gonna get you, and that's all there is to it. One of these days we're going to win this thing, I know it. But I also know that it's going to have to be a whole lot tougher and nastier for us to do it. ■

1999 Husqvarna WR360

Long-Term Relationship

By Mark Uth

If 1998 whetted our appetites for Husqvarna's return to the U.S. market, then '99 is sure shaping up to be a breakout year for the oft-maligned Italian manufacturer. Indicative of this turnaround, '99 Husky test bikes reached these shores as soon as any manufacturer's, landing a '99 WR360 test bike in the *TR* stable in early September, plenty of time to start our thrash test during the last few races of the year. Since then, it has found its way over rocks, loam, sand, clay and just about everything in between, and acquitted itself nicely over the duration. Here's our report.

FRESHENING UP

Immediately striking, '99 Huskys sport a sano yellow-blue-white-black color scheme reminiscent of the older machines. Gone is the day-glo lime green, none-soon enough for us. There's a new seat cover too, one that blends nicely with the overall graphics package. This year's models are bona fide U.S. spec models, and as such have lost the instrumentation cluster and DOT lighting found on '98 (Euro spec) models. Replacing these luxuries are the things that off-road riders really need: a cool dual-beam, high-intensity headlight, fender top-mounted taillight and a resettable mechanical odometer.

Cosmetics aside, no doubt the most tangible change for '99 is the new 45mm Marzocchi fork. The first ever upside-down front suspender produced by the Italian manufacturer, this new fork works great while exhibiting none of the nuisances associated with earlier 'Zokes forks. Plenty more on this later. Out back, the Sachs shock has undergone expected valving changes, and its reservoir was stretched for more oil capacity and associated improved shock cooling, a concern identi-

PHOTOS BY MARK UTH AND JUNGLE DAVE



fied herein during our '98 model testing.

On the motivation side, a new cylinder and modified power valve boasts improvements to power output (read: torque) and cooling. Otherwise, this potent power plant remains unchanged. Completing the package, there's a new armored (braided stainless steel) brake hose up front—many riders having complained about the durability of the plastic tube hoses found on earlier models—and a beefy cast (versus weldment) foot peg that promises better strength and wear resistance.

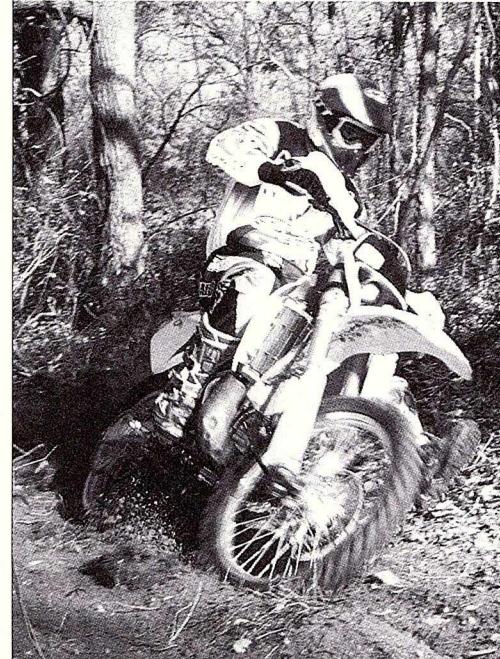
Back for '99 are a number of smart features that we've come to expect from European marques like Husqvarna. To wit, rear shock linkage is complete with easy-to-service grease fittings on all swingarm and rear suspension linkage bearings and bushings. Rolling hardware is top-notch as well, heavy-duty hubs and spokes coupled to tough Excel rims. Inside those rims is Michelin rubber, Enduro Comp III tires complimented by thick, heavy-duty Michelin inner tubes.

Naturally, the WR360 comes fully enduro-ready with headlight, taillight and resettable odometer. The taillight lens is made from a soft, malleable plastic that is as such unbreakable. All enduro bikes should use this lamp. Similarly, 130-watt accessory power provides plenty of juice for the high-intensity headlamp. This not only gets you through tech inspection, but easily illuminates any night riding excursions.

Out back, an aluminum body silencer with integral spark arrestor is tough and dependable. Our bike came shod with a paper-thin single-wall pipe that took its share of licks over the course of our test. Our paperwork says that a double-wall is stock on the WR, so we're not sure whether this is the actual pipe that production models will have or perhaps some pre-production transplant. Either way, while the double-wall units are no doubt considerably heavier, they've never exhibited near the susceptibility to trail damage that our single-wall unit too often succumbed to. For the long haul, we'd probably opt for a Dyno Port anyway.

ON THE GAS

Motivation for this Open class enduro weapon is, in engineeringese, a liquid-cooled single cylinder port-induced two-stroke, oversquare at 78x73mm. Not surprisingly it provides excellent power, but it's not just that. It delivers the power in a fashion just right for the off-road battles typically fought in tight, technical eastern woodlands. It's got good, grunty power down





low that resists stalling well, more than willing to chug along at near idle speeds. While it can't be classified as a fast revver, the 360 has no trouble getting up to speed, putting all those ponies to the ground rather than spinning uncontrollably. As such, the WR360 power plant builds momentum in a nice, controllable manner, some test riders commenting that it had an ideal Open class enduro power. But hey, this is a Husqvarna, the brand that wrote the book on Open class enduro sleds.

Don't be fooled though, there's more than enough "go" when the time comes to drop the hammer, and things do happen in a hurry when you get on the throttle. CR500 pilot Jungle Dave lent this Open class perspective: "This bike has the ultimate powerband. It has plenty enough juice to run with full-size big bores, yet remains smooth and controllable down low. It feels lighter and more nimble, perhaps because vibration and power pulses are felt less than on larger bikes. It doesn't tire you out as quickly as more violent Open class rigs." Regarding vibration, it's definitely present—not as bad as some Open class bikes, but still more than a 250. The Husky's shock-mounted handlebar clamps were a godsend for the hands, although loosened fasteners were a constant reminder of what we were riding. In particular, the WR's rear brake pedal retaining bolt loosened and backed out repeatedly—we were fortunate not to lose it.

Kick starting the WR360 is a constant reminder that this is no 250. A smallish 125-sized alloy pedal with a minimal starting stroke necessitates a bit of a start drill



Marzocchi's upside-down forks work very well, especially for a new design.

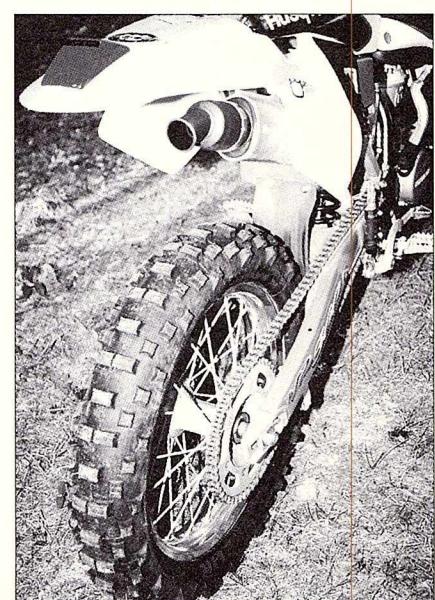
for consistent light-offs. Sure, you can just haul off and kick it, and once it's warmed up the WR will nearly always turn over in two or three good boots. However, if you go through a thumper-like starting drill (like we became accustomed to—find TDC and nudge the piston just past it) one-boot starts are the norm. The bike would probably be a one-kick starter every time if it had a longer kickstarter.

Another indication that this ain't no girly bike is clutch pull. Lever effort at the handlebar was quite tight when we first laid hands on the Husky, even though a Terminator-type non-flexing clutch cable

is used. Rerouting and lubrication of the cable brought things down to a normal (read: normally hard) effort. If you're used to Open class bikes, it's definitely manageable; tiddler riders will whine plenty.

A real bright spot for the WR360 mill is gearing and final drive. Drive hardware includes a DID O-ring chain, mating a six speed gear box to 15/48 final drive cogs. Stock gearing is spot on with this Husky, plenty low enough in the tight, yet with a top end speed sufficient to rip down open trails. The 6-speed gear box assures that the WR360 should be well received in more open riding venues as well. Shifting is smooth and consistent, perhaps not as effortless as a Honda, but self-assured nonetheless.

Regarding jetting, this is perhaps the only motor feature that gave us fits. For years, the WR360 has been labeled as "hard to jet" and the '99 model is no exception. Delivered from the factory with a Mikuni 38mm flat slide TM carb metered by a 430 main, 40 pilot, 4.0 slide, 6AEJ3-64 needle, things run crisply from the midrange on up. However, off the bottom, there's a burble that slightly confounds the transition to the midrange. Our tuning to smooth out this perceived rich spot mainly consisted of attempts to lean out the low speed jetting using the pilot jet, air screw, needle position and slide cut away. In no specific order and in varying combinations, we dropped the needle, leaned out the pilot jet (all the way to a 22), and switched to a leaner slide. We succeeded in improving our low speed transition, but



We lost the silencer end cap when the clamp loosened up, then added a pop rivet to keep it on for good.

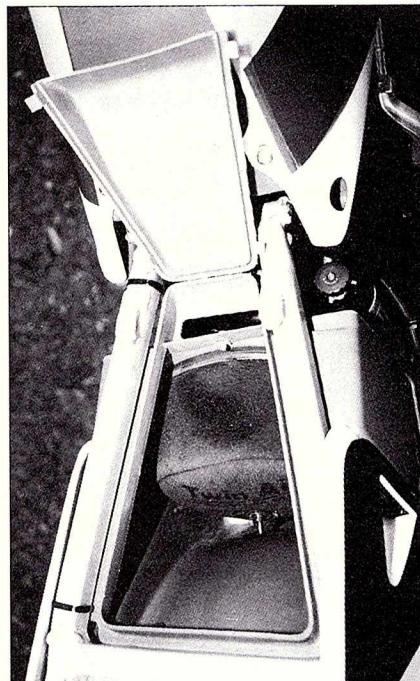
still didn't feel as if things were really perfect. In previous years, many Husky pilots switched to round slide Mikuni carburetors, so we gave this a try as well. Again we went through the gamut of pilot and needle position changes, pretty much achieving the same results as with the stock carb. Our conclusions: The stock TM carb with the pilot jet leaned out to 22 or 25 sized brass provided good power delivery with only the slightest hitch—most riders won't even notice it. In this configuration, the 360 won't foul any plugs and runs like a banshee once up into the mid-top.

UP, DOWN AND AROUND

The WR360 frame uses a single tube chrome-moly cradle design with removable alloy subframe. Frame geometry is unchanged for '99 and as such it's a quick steering machine with good stability at speed. Handling-wise, the '99 WR360 just continues to amaze us with its 250-esque nimbleness. If it wasn't for that occasional kick in the ass when throttling up, you'd never know you were riding a big bore. The new 'Zokes USD fork was a pleasant surprise and a big improvement over the 50mm Magnum conventional found on '98 models. It's a 45mm unit that provides 12 inches of wheel travel and comes from the factory sprung with 0.40 kg/mm rate springs. Damping adjusters are conventionally found at the top and bottom of each fork leg, factory settings being 12 clicks out for the compression (bottom) adjuster and 8 clicks out for rebound. Fork air chamber factory tuning specifications set oil level at 105mm.

In the rear, things remain pretty much the same with an improved Sachs shock mated to rising rate linkage providing 12.6 inches of travel. The factory equipped 5.4 kg/mm shock spring proved fine for heavier riders, although during testing a 5.2 kg/mm unit was tried and preferred by lighter test riders. The shock retains the same high/low speed compression damping feature and its inherently hard-turning adjuster knob. Similarly, the rebound damping adjustment is a bite in the butt and cannot be accessed without the suspension being near fully compressed, a feature that confounds trail side clicker spinning. Factory recommended damping settings are: high-speed compression (top adjuster)—14 out; low speed compression (bottom adjuster)—full out; rebound adjuster—12 out.

Overall, factory-valved suspension



No-tool access to the air filter is great; three more bolts and the tank comes off. Unfortunately, you have to pull the tank to get the spark plug out.

action was very good over a wide cross section of terrain. Clicker spinning of both fork and shock adjusters provides more than enough damping changes needed to optimize performance. Going from a rock sucking chugmeister to a full moto whoop blaster was just a matter of knowing which knobs to twist and when.

The new fork was especially impressive. With proper oil level, it provided for supple absorption of rigid trail obstacles like rocks and logs, while tracking true and deflection free. It handled higher speeds and whoop-de-dos well and didn't pump up with air or blow seals like no tomorrow. As with all

Specifications: 1999 Husqvarna WR360

ROLLING CHASSIS

WHEELBASE: 57.09 inches

O/A LENGTH: 84.25 inches

SEAT HEIGHT: 31.89 inches

GROUND CLEARANCE: 14.47 inches

DRY WEIGHT (CLAIMED): 228.8 pounds

FUEL CELL CAPACITY: 3.2 gallons

FORK: Marzocchi 45mm (USD)

REAR SUSPENSION: Sachs shock

FRONT BRAKE: Brembo 260mm disc

REAR BRAKE: Brembo 220mm disc

TIRES: Michelin Enduro Comp III

POWERPLANT

BORE: 78mm

STROKE: 73mm

DISPLACEMENT: 348.8cc

IGNITION: CDI

CARBURETOR: 38mm Mikuni TM

STOCK JETTING: 430 main, 40 pilot, 4.0 slide, 6AEJ3-64 needle

TRANSMISSION: 6-speed

FINAL DRIVE: 15/48

CHAIN: 520 O-ring (DID)



Attention to detail is excellent on the Husky. Everything fits and nothing is hodge-podged on.

new bikes, be sure to check fork oil level before the first ride. In the process of our testing, suspension tuner John Roeske (Enduro Experts) gave our fork the once over and concluded that the internals are not unlike those of KYB units, and thus pose no challenges, should revalving be necessary. Not that it will be, as Roeske commented that factory valving was "damn close" to prototypical East Coast fork tuning specifications. We did raise the fork 5mm in the triple-clamp for improved

steering for tighter terrain without any adverse stability impact.

QUICK HITS

Regarding the stock Michelin Enduro Comp III tires (90/90-21 front; 130/80-18 rear), the front isn't bad in sand and loam, but it doesn't provide sufficient flat protection for rocky terrain. The tall-profile rear tire is a little on the unaggressive side for sand and loose terrain with short knobs and a fast-wearing

soft compound. Both are DOT legal, however.

Stock Brembo braking components are unchanged and familiar. Front and rear braking action provided good feel and inspired confidence. Pad wear was decent, although that was probably due to an unseasonably dry fall. The rear brake hose is held in place along the swingarm by two bolt-on plastic clamps. One day, the rear-most clamp permitted the brake hose to be pulled free and sucked into the rear wheel. Fortunately, this was noticed before the hose was completely trashed. We've since further secured the brake hose with a couple of heavy-duty zip ties wrapped all the way around the hose and swing arm. This, or a better clamping design, is needed.

An improved side-stand assembly worked well and tucks in better than those found on any other manufacturers' bikes. The single retaining bolt did, however, back out some at one time, allowing the side stand to flop around a bit, scratching up the side cover. Keep the fastener tight and you'll have no problems with it.

On one of our '98 Husky test bikes we managed to lose the silencer end cap when the factory clamp (read: hose clamp) loosened enough for it to be knocked off by a passing tree. A trick way to prevent this is to loosen the clamp, drill and pop-rivet the end cap to the end of the silencer. Replace the hose clamp afterward to prevent the rivets from vibrating loose.

The new dual-beam, high-intensity headlamp is really cool, but the glass outer lens is highly susceptible to roost. At the Michaux enduro, a rock almost immediately found its mark, easily trashing one of the bulbs. Fortunately, the common 12V/35 watt bulb/reflector assemblies can be found at almost any hardware store or building supply, and are fairly cheap to boot (about \$6). The generic replacements don't have a protective outer lens, so you'll have to fashion one from an old goggle lens or the like. Changing these bulbs in the twin headlight assembly is a snap.

Regarding electrics, our test bike came with a malfunctioning voltage regulator, a weird problem we had never before encountered. Symptoms are that the headlight burns plenty bright while the motor is idling, but dims when the motor is revved. A fresh, generic voltage regulator bolted up quick and easy, solv-

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ing the problem.

Our stock WR still comes equipped with a cheap carbon steel handlebar that, while providing a nice comfortable bend, doesn't manage to keep it for very long. We wish the WR came with the same alloy handlebar that the Husky CR (MX) models get.

Our only maintenance gripe—spark plug access. The spark plug cannot be changed (under any circumstances) without first removing the seat and fuel tank. At first thought, this sounds really bad, however, removing the seat and tank on the '99 Husky WR360 merely requires the removal of three bolts and disconnecting of the fuel line. The seat comes off with a quarter turn of the Dezus fastener. Then there are three M6 (8mm) fasteners that bolt the tank to the frame and the shrouds to the radiators. An emergency plug change was effected at the Delaware State Enduro in about two minutes (air filter clogged with choking dust). This is no doubt as fast or faster than pre-'98 vintage KTM's and other bikes with minimal cylinder head clearance.

THE TRAILHEAD

So where's it all lead us? No doubt, considerable time has been spent aboard the '99 WR360 and the truth is, if it wasn't a worthy mount, it would have been gone long ago. Our unabashed verdict—it's an apt ride and more. Assembled with top-notch components and insightful designs, Italian craftsmanship shines through on this Husqvarna with a fit and finish that could be an industry standard. Overall, it's a classic enduro package, ready to ride or race right out of the box, more than ready to stand up to rigors of competition or any other abuse the trail can muster.

Husqvarnas have always been noted for their constitution, and this one is no exception. Performance wise, suspension and ergos are right where they should be. Most notable, however, the 360 boasts a honey of a motor, one that'll get you down the trail in a hurry and back to the truck every time. Perhaps its strongest attribute, the WR's power delivery is not only going to appeal to the Open class aficionado—those who thirst for HP—but perhaps that veteran rider as well, one who feels ready to graduate up, out of the 250 class. And rest assured, aboard the WR360 that's a big move up. ■



**PUT IT ON...
FORGET IT'S THERE...
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Larry Roeseler

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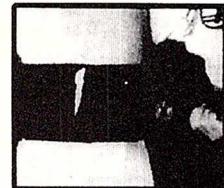
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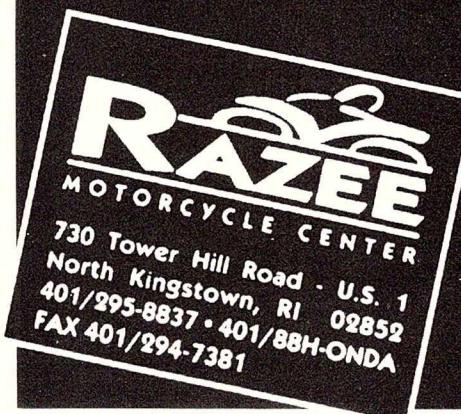
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NETRA Hare Scrambles Series

Tom Norton jumped into the lead early on and built up an 8-point cushion over second place.

Clarkie's Wild Ride

Text and Photos
by Cheri Alix



Ken Valentine finished second overall at Clarkie's.



Steve Formanek Jr. tries an inside pass on a real hare scrambles gorilla (Mark Burdick in the fur).

Round 12 Freetown, MA 10/11/98

It was a gloomy, wet day for the final round of the NETRA Hare Scrambles series. It had been raining for three straight days with no end in sight. The club laid out a 6-mile loop that weaved in and out of the sand pits, through some 4-foot-high whoops and into a few tight bar-banging pine groves. They threw in a half-mile section of rocks and a good-size waterhole that just kept getting deeper and deeper as the race progressed. The only real muddy section was the starting area that's held in a low-lying field. If you made it off the line and could find your way around the waterhole there were absolutely no stoppers. The

Novices ran five laps of the 6-mile course with Open rider Scott Reynolds taking the class overall. The next rider was James Cornerio, also riding in the Open class. Cornerio finished down just more than 30 seconds, earning him first place in the Open class.

After a 45-minute delay, the Expert/Amateur event got under way. Nine AA riders lined up on the front row for the seven-lap event. When the flag was dropped, it was Todd Levesque grabbing the holeshot, followed by Yamaha of Putnam's Luke McNeil, Midtown's Patrick Timothy, Ken Valentine and Canadian Six Days rider Jeff Kerchner.

Levesque had pulled such a holeshot that

by the time the riders wound around the field and into the woods he had a good 50 feet on second place. But that was short lived. C-cycle/Scott/Dunlop/Sunstar/IMS/Kevin's/ARTCO/Answer-backed Tom Norton, who was just about dead last off the line, was on a tear and by the time the riders crossed into the first sandpit, he had moved up into second place right on Levesque's rear wheel. Timothy soon joined the two, making for a three-way battle for the lead. But Levesque had already run into a problem: a flat rear tire.

Timothy took advantage of the situation and put the move on both Levesque and Norton in the rocks, taking over the lead. Norton also got the jump on Levesque, passing him to take over second place. The three came into the barrels at the end of the first lap with less than a bike-length separating them, but Levesque's rear flat made it impossible for him to get traction causing him to call it quits not far into the second lap.

Norton and Timothy hung together for the first two miles of the second lap. "I got right on Timothy's tail and actually passed him in the sand pit, but I thought it was a course cut so I stopped and let him go again. I just hung behind him until we dropped down an embankment. I grabbed the inside line and just pinned it," Norton said after the race. "I never heard him again."

Timothy's rear brakes faded not much

farther into the race and by the end of the second lap they were completely gone. "I don't know why I ran organic pads. I should have known better," shrugged Timothy. "The pads were completely gone when I came into the pits. I really wanted to have an all-out battle with Norton. It would have been great. Maybe next year."

It was now a battle between RER's Ken Valentine and McNeil for second place. Valentine had the lead into the third lap with McNeil not five seconds back.

"I just couldn't shake him," said Valentine. "I'd fall then he'd pass me. He'd mess up and I'd take over the lead, then we'd switch again. It was non-stop for the first three laps."

Just before the end of the third lap, McNeil's day ended. "I was just getting back behind Valentine when I high-sided right into the woods. I ended up bending the bars real good and got center punched pretty good in the ribs," McNeil said. "I was all done."

As the riders went out for their fourth lap, it was Norton out in front with well over two minutes on second place Valentine. Dave Paquette was now in third place position but getting some serious pressure from a few of the Expert class riders. Expert 250 rider Wes Clarke was now in fourth place, with Chris Panzella and Jesse Berthiaume fighting for fifth place.

Berthiaume, who was riding in the Expert 200 class, started out one row behind Panzella and Clarke. "I caught



Pat Timothy (3) and Luke McNeil both went out with bike and body troubles, respectively.

Panzella on the second lap and knew he was a top rider and all I had to do was stick with him for the day and I'd finish in the top five," said Berthiaume. "I just followed him around and watched his lines. He was great to be behind in the water crossing. He must have hit it in fifth gear every time. He'd part the water and I could hang right behind him and not even get wet."

When the white flag went up to signal the final lap, it was Norton out in front with more than six minutes on second place

Clarkie's Wild Ride Class Results

Overall Champion		Expert Open		Amateur Open		Novice 125	
Tom Norton	Yam	1. Chris Panzella	Yam	5. Mike Wozniak	Kaw	3. Garth Brown	Suz
A High Point		2. Lorne Goralnik	Yam	6. KTM	KTM	4. Wade Rahmlon	Kaw
Jesse Berthiaume	Yam	3. Pete Byrne	Yam	7. Dan Dole	Hon	5. David Gargnio	KTM
B High Point		4. John Brown	KTM	8. Doug Fox	Hon		
Chad Richardson	Kaw	5. Roger Billharz	KTM				
C High Point				Amateur Veteran		Novice Open	
Scott Reynolds	Hon			1. Brian Brewer	Suz	1. Scott Reynolds	Hon
AA				2. John Furtado	Hon	2. James Connerio	Hon
1. Tom Norton	Yam			3. Mike Kraskouskas	Kaw	3. Doug Galley	KTM
2. Ken Valentine	KTM					4. JJ Sullivan	Hon
3. Dave Paquette	Kaw	Expert Veteran		Amateur Four-Stroke		5. Sal Angelo	Hon
4. Arthur Menzel	Kaw	1. David Dzenutis	Hon	1. Brian Sebben	Yam		
5. Jeff Kerchner	Yam	2. Craig Pratt	Suz	2. Daniel Harris		Novice Four-Stroke	
Expert 250		3. Scott Raymond	Kaw	3. Jim Walsh	Suz	1. Chris Nicholas	Hon
1. Wes Clarke	Yam	4. Art Randolph	Yam			2. Raymond Benza	Hon
2. DJ Lis	Hus	Senior Expert		Novice 250		3. Floyd Maynard	Hon
3. Justin Provencal	Kaw	1. Robert White	Hon	1. Carl Andrews	Hon		
4. Matt Jalbert	KTM	2. Frank Worthmann	KTM	2. Warren Plante	Yam	Novice Senior	
5. Chris Cramer		Expert Four-Stroke		3. William Rowe	Hon	1. Rob Rowe, Sr	KTM
Expert 200		1. Christopher West	Hon	4. Eric Purit	Hon	2. Brian Brovender	Kaw
1. Jess Berthiaume	Yam	Amateur 250		5. Daniel Arnold	Hon	3. Barry Warmington	Kaw
2. Keith Callahan	Hon	1. Chad Richardson	Kaw	Novice 200			
3. Todd Santheson	Hon	2. Steven Jason	Kaw	1. Jared Wheelock	Hon		
4. Denny Anderson	Yam	3. Keith Bonney	Hon	2. Stephen Sherman	Kaw		
5. Jim Edmondson	KTM	4. Todd Hamilton	Hon	3. Peter Serrilla	Kaw		
		Amateur 200		Novice Veteran			
		1. Charles Hathaway	Hon	1. Stephen Morels	Suz		
		2. Derek Phelps	Yam	2. John Hand	KTM		
		3. Robert Cannon	Hon				
		4. Scott Fetterman	CRE				

Valentine. Valentine was also running alone with well over a minute on third place, which was now held by Clarke. Berthiaume had taken over fourth place with Panzella right behind. The two had now closed to within 25 seconds of Clarke.

"I was making some crazy crashes," Clarke said after the race. "I could hear Panzella's bike behind me and I got nervous. I crashed just before the barrels and put a hole in my radiator. Luckily I made it across the line first and I just shut my bike

down hoping it wouldn't seize."

Berthiaume and Panzella crossed the line right after Clarke, and with adjusted time, it was Berthiaume taking third place overall and earning himself the Expert class High Point. Clarke took fourth overall and first Expert 250 rider with Panzella rounding out the top five, and first in the Expert Open class.

Norton went on to take an uncontested first place with almost eight minutes over second place Ken Valentine. The win, however, came a few races too late.

Timothy wrapped up the NETRA Hare Scrambles Championship at Stateline when Norton DNF'd, ending any possible chance for taking his sixth title. Winning the final round did secure second overall in year-end points for Norton.

In the Expert 250 class it was D.J. Lis taking second for the day, tenth overall.

"I drowned out my bike on both the first and second lap," Lis said. "I must have lost three minutes each lap. By the time I got going, most of the Amateur 250 riders had passed me."

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Charles Hathaway scoots past a spectator spot at Clarkie's. He finished first in the B200 class.

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The Amateur Highpoint went to Chad Richardson on his Kawasaki 250, followed by fellow 250 rider Steven Jason.

It's been a great year of racing with a lot of new faces moving up in the ranks. Look for some serious competition in the upcoming year. I would like to congratulate Patrick Timothy for his first Hare Scrambles Championship. It was a hard-fought battle.

As many of you may have already heard, Tom and I will be retiring from the racing circuit. It's been ten years of nonstop racing and I think we both need a break. (Yeah, right!) No, Tom won't stop riding and he will probably show up at a few races, but it's time to just sit back and have some fun. I, of course, will probably ghost-write for *Trail Rider* and *Cycle News*, unless I can get some other poor sap to take over my job (we could really use a photographer). So if anything interesting comes up at any of the races, just give Clipper a call and let him know; he'll try to get it in print. ■

NETRA Enduro Series



Kevin Hines shows his characteristic intensity as he attacks the overall win at the Black and Blue enduro.

Mike Nash was third A Light at the Black and Blue.



The fastest Senior rider in New England, Jerry Randall avoids a tree.



Black & Blue Enduro

By Joe McLaughlin • Photos by Mark Baer

Round 11 Stafford, CT 11/1/98

The Black and Blue Enduro couldn't have a more fitting name. It's one of those events that you really want to enjoy, as the Ramblers have plenty of great terrain. The only problem is that this beautiful terrain is littered with rocks. Not just little rocks, but those helmet-sized ones that can really break your stride, or worse, kick you off of your bike like a barroom bull. Because there's enough good stuff to keep you interested, you don't notice how much the rocks beat you up until you're driving home, wondering why your arms and shoulders are so sore. If you're unfortunate enough to go down in these rocks, you'll figure out where the name came from.

This year's Black and Blue was advertised as a shorter event than last year's. Good thing, because last year's event had riders finishing the 102 ground-mile event near dusk. Thank goodness for headlights! The 1998 version included a few different sections, and had significantly less road mileage than past Black and Blue's. Instead of taking the road sections back and forth to the club's hare scrambles loop, followed by the rock-infested trail section, this year the club decided to head the other way to the "ISDE special test"-like grass track section that makes the New England Championship Enduro so famous.

Terrific weather leading up to the event would treat the more than 150 riders to awesome trail conditions. Traction was available all day to anyone with a half-decent set of tires, and the temperature was just warm enough to do without the grip heaters.

Razee/E-Line/Factory Connection/Moose/Shoei/Spectro/Scott-sponsored Kevin Hines was the man with the target on his back today, coming into the event as the series points leader, with Yamaha of Putnam/Spy rider Jerry Madore fighting to stay within striking distance. A win today and a finish off the podium for Madore would wrap it up for Hines, with one round remaining in the series.

After a mile or so of tar off the start, the riders were sent right into a singletrack, rock-laden section where they were surprised to find a reset at the end with no check-out. This led to a fast, easy timekeeping section where the riders were checked out at the end for an easy zero.

The next section would be the first points-taker, with a fast,

Black & Blue Enduro Class Results

Overall High Point

Kevin Hines YZE 9

High Point A

Darryl Szlachetka KTM 10

High Point B

James Roberston Hon 25

High Point C

Todd Jones Hus 27

AA

1 Kevin Hines YZE 6
2 Jason Cayer KTM 9
3 Paul Milliken KTM 11
4 Rick Claxton Hon 13
5 Jerry Madore Yam 13

A Bantam

1 Peter Tanner KTM 17
2 Dean Olsen KTM 20
3 Dave Harris KTM 22
4 Mike Cyr 30 Kaw

A Light

1 Shawn Mason Yam 11
2 Raffi Peterson CRE 14
3 Mike Nash CRE 14
4 Kemp Stewart Hus 15
5 Paul Cosgrove Kaw 26

A Heavy

1 Dave Carlson, Jr. 1 Hon 2
2 Jim Mitchell Hon 15
3 Mike Zahanski KTM 24
4 Anthony Mazur KTM 27
5 Bill Sironen KTM 28

A Veteran

1 Geoff Wurlitzer Hon 19
2 Rich Seymour Hon 20
3 Dave Kelley Hon 22
4 Ken Held Suz 24
5 Mike Kelley Suz 25

A Senior

1 Jerry Randall Yam 15
2 Irv Witkop KTM 19
3 Roger Rodrigue KTM 26
4 Kevin Monahan KTM 27
5 Bill Johnson Kaw 33

B Bantam

1 Doug Douchette Kaw 25
2 Mark Bouvier KTM 25
3 Jonathan Larabee KTM 26
4 Anthony Fabiano KTM 28
5 Dan Collins KTM 29

B Light

1 Randall Gifford KTM 25
2 Ryan McKenzie KTM 28
3 Larry Silva Kaw 28
4 Eric Landon Kaw 29
5 Bob Stadler Hus 29

B Heavy

1 Scott Harrington KTM 26
2 Patrick Armstrong CRE 28
3 Jim Copeland KTM 35
4 Alan Goodale Kaw 36
5 Pete Vanryswood KTM 41

B Four-Stroke

1 Jim Price Hon 28
2 Dave Gaspar Hon 32
3 John Considine Yam 37
4 Rick Sagun Hon 37
5 Jeff Grant Hon 38

B Veteran

1 Bob Edwards Yam 26
2 Dave Dugas Kaw 31
3 Seward Ogden KTM 32
4 Paul Darezzo Suz 33
5 Ron Smith CRE 37

B Senior

1 Peter Anania Hon 30
2 Russ McIntyre Kaw 34
3 Ron Pratt Kaw 37
4 Steve Zdon KTM 38
5 Dan Joseph Kaw 42

C Bantam

1 Heidi Landon Kaw 39
2 Dave Wernersbach KTM 43
3 Brian Natishy Kaw 49
4 Bob Costa Hon 53
5 Francis Allain Kaw 56

C Light

1 Frank Frey KXE 41
2 Chris Bitgood CRE 42
3 Paul Vegiard Hus 44

C Heavy

1 Scott Donahue Suz 31
2 Donald Marcotte Hus 33
3 Alex Ernst KTM 40
4 Kevin Quinn KTM 43
5 Walter Popiak Kaw 45

C Four-Stroke

1 Peter Rossi Hon 46
2 David Oram Yam 46
3 Ricky Jaros Kaw 51
4 Andrew Wyzykowski 55
5 Peter Goguin Hon 65

C Veteran

1 Nick DeStito KTM 31
2 Chris Singer KTM 36
3 Ray Gamache KTM 43
4 Even Nosel KTM 53
5 Donald Zongul KTM 53

C Senior

1 Jeff Fluckinger KTM 33
2 Frank Bauer KTM 40
3 Bob Drapcho Kaw 42
4 Charlie Kennedy Suz 42
5 Karl Woodman Suz 64

Super Senior

1 Gordon Razee Hon 27
2 Keith Goodell CRE 34
3 Paul Lussier KTM 38

Women

1 Dawn Silva Kaw 68

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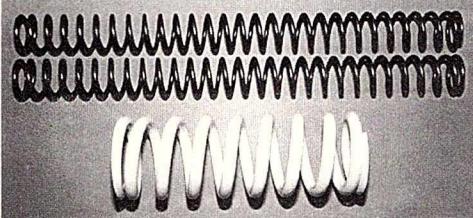


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technical trails run at 24 mph. Hines, Bob "The Tech Tube Guy" White, Darryl Szlachetka, Paul Milliken and defending Series Champion KTM/Razee/Moose/C-Cycle rider Jason Cayer all scooted in for a 1-point score. Madore, Shawn Mason, Factory Connection's Rick Claxton, CRE/E-Line's Raffi Peterson and Dave Carlson, Jr. chased in for 2 points each.

A few miles of tar led into the famous grass track section. Earlier in the year, the New England Championship had been run through this section after receiving a foot of rain in the days leading up to that event, and another six inches or so the day of the event. Needless to say, a few ruts were still around from that day, but the drier conditions today made for some more enjoyable riding. This section is really neat because it takes you through a pine grove, out to the grass track for a few tenths, back into the woods, back to the grass, woods, grass, woods, grass, then finally to the check, and out through a farm. Riders who have really honed their MX skills can post good scores through this twisty section, while those less adept at cornering show it in their scores. At the check-out, a 2 was the score to beat. Hines, Mason, Madore, Szlachetka and Cayer all set the pace. Carlson, Milliken, White, Claxton and Peterson all came through a minute after the leaders with 3 apiece.

A burn at the very sneaky, and well-hidden, check 5 cost Madore and White a shot at the win. They weren't alone, though, as roughly 60 riders got caught ahead of schedule coming into this check. It was placed at the bottom of a short hill that was immediately around a sharp turn, so if you were hot it was tough to scrub it off. "It was all I could do to scrub off time," said Hines, "I was trials riding all the way into the flags when they finally flipped the card!" After the check, the course wound itself through some fast, open and rocky trails. This section included the best spectator point of the day, the rock garden. It gets a little rocky as you descend a slight downhill, then a sharp right-hander into a real bone yard. Going down here would cause significant bruising, and probably create a good-sized tab at your local parts dealer. There was no way anyone was going to zero this section, and Hines again posted the time to beat with a 1:53 at the check-out. Cayer was the closest to Hines with a 2:07, followed by Szlachetka, Mason, Milliken and Claxton with 2 and change.

A known control after the gas stop allowed most riders to get back on time before heading out for the afternoon loop. Hines again set the fast time through this fast, rocky section with a near-perfect 0:29 at the emergency checkout. Madore, Szlachetka, Carlson, Mason and Claxton all came in within the flip, along with Peterson who just made it on 0:59. Unfortunately Cayer dropped a 1:56, robbing himself of a chance at the overall.

Hines' win with a score of 6 afforded him the opportunity to wrap up the Championship one round early, with Madore finishing eighth on the day. Jason Cayer put together a good ride for second overall, 1st AA with a 9, followed by KTM rider Darryl Szlachetka who nailed down A-High Point with a 10.

Jim Robertson (Hon) roosted his way to B-High Point, making every second count as he came out on top of a 4-way tie with Doug Douchette (Kaw), Randall Gifford (KTM) and Mark Bouvier (KTM), who all dropped 25. Todd Jones cruised uncontested on his Husky to C-High Point with a 27 point score on the shortened C-loop. Todd was chased in by Scott Donahue (Suz) and Nick DeStito (KTM) with 31 each. In the Super Senior class, Gordon Razee's (Hon) 27 took the win over long-time friend and rival Keith Goodell (CRE), who dropped 34. Dawn Silva was the best of the women on her Kawasaki with a 68. Former Women's class champion Heidi Landon (Kaw) smoked the C-Bantam class, and her 39-point score earned her 6th C-Overall, a big trophy and lots of cheers from the crowd. By my unofficial calculation, she's sewn-up the C-Bantam Championship for 1998. Way to go, Heidi!

A few protests delayed the scoring a bit, but all checks were scored in the end. Co-trail bosses Bob Kamay and Mike Kaminski would like to give special thanks to Ernie Mellor for all of his efforts. If you want to ride next year's Black and Blue, you just might be ready if you start getting your suspension dialed-in now. ■



B. Veteran rider?
Ron Smith powers the leaves.



Kenny Held (fourth A-Vet)
tries to follow a leafy trail.



Pathfinder Mike Stone
forwards a puddle.

George Diedrich leads a
minute on a wide Black and
Blue cart road.



Sometimes it's better to
go over the rocks like C
Senior rider Charlie
Kennedy.



Mohawk Enduro

By Joe McLaughlin • Photos by Mark Baer

Round 9 New Ashford, MA 10/4/98

Entering the ninth round of the NETRA Enduro Series, KTM/Razee's/Moose/C-Cycle rider Jason Cayer led the field by a 10-point margin over Razee/E-Line/Factory Connection/Moose/Shoei/Spectro/Scott-sponsored Kevin Hines, in his quest for a third consecutive NETRA Enduro Grand Championship. A mere 13 points separated third and sixth place with series regulars Jerry Madore, Tech Tubes' Bob White, Razee/Torco rider Hans Neff and Factory Connection/MHR rider Rick Claxton all within striking distance of Hines and Cayer with four rounds remaining. Things would look a bit different after this day.

A cold, brisk morning with light frost and fog greeted the more

than 220 riders who came to parade through the hills of the Berkshire Mountains. While last year's event brought rain, and lots of it, this year's promised to be a beauty, with bright skies and mild weather. Perfect for appreciating some of the finest foliage in Massachusetts.

The Hoosac Valley Motorcycle Club advertised a "closed-course" enduro, so no registration or pesky wiring harnesses to contend with today. No hare scramble or turkey run conflicted with the event, so the club was able to draw more riders than they could handle. Event trail boss Ed Bishop ran out of score cards after 224 riders entered, but with an additional forty riders in line for sign-up he was gracious enough to let the remaining post-entry folks "trail ride" the course after the last entered rider had taken off.

As key time drew near, the fog slowly burned off, and the frost began to melt from exposed motorcycle plastic. The day began with the A and B riders cruising around the club's 8-mile hare scramble loop, consisting of a variety of tight, technical and fast singletrack trail, with a big hill thrown in to separate the men from the boys. The C riders were spared this section, but all riders were sent to make the climb up Brodie Mountain. Those fortunate enough make the climb without incident were treated to some more challenging trail with the first check out at about mile 19.

From there, the riders coasted into the first gas stop. Several of the AA and fast A riders were able to zero this first section, including Hines, Cayer, Morel Husqvarna/Tech Tubes/Torco/WER rider James Kelly, Claxton and Neff. Bob White burned the check by one minute. Only a few points were dropped by the rest of the contenders. Jerry Madore, the first to be struck by bad luck today, broke the brake pedal off of his Yamaha and had to replace it, costing him seven minutes in the 19-mile section. However, it would later be determined that the first check out (check 2) would have to be thrown out because of a discrepancy at the C-rider start check. Ed Bishop expressed a bit of disappointment at day's end, stating "This is the first time in ten years that we've had to throw out a check."

The next few sections sent riders over 30 miles of high-speed cart paths and some easier "timekeeping" trail sections, with speed averages of 24 and 12 mph. No really technical stuff to contend with this year. The "Killer Hill" of previous years was bypassed, leaving only miles of some of the most enjoyable trails in New England. A few off-camber trails and one typical Berkshire hill climb kept everyone on their toes.

While the speed averages were fairly easy to maintain for the faster riders, lack of attention caused a few riders to burn checks

Dave Gunn took a break from the GNCC series to place fourth overall at the closed-course Mohawk enduro.



in these middle sections. The sections included the event's two emergency checks, which were zero'd by most A and some B riders, while the C riders dropped a handful of points. Jason Cayer, starting on row 53 after choosing to post-enter the event, fell victim to the timekeeping bug. Cayer burned two checks by one and two minutes, respectively. With check 2 thrown out, many riders still had clean score cards as they pulled into the second gas stop, including Hines, Madore, Kelly, Neff, White, Gunn, Claxton and Dave Carlson, Jr. Cayer would have to pull off a miracle in the last section to overcome the nine burn points he accumulated.

From the second gas stop, everyone headed back toward the start area at Brodie Mountain. The course looped back over some of the same trails from the first 19-mile loop, with a few new trails thrown in to break it up a bit. This gave the riders the opportunity to descend down Brodie Mountain, with the sound of hot, squealing brakes ringing in their ears. The C riders finished up at the bottom of the hill, while the A and B riders went on to take another spin around the hare scramble loop.

Since most of the top riders had zeroes and were on time coming into this last

section, this final 8-mile loop, plus the seconds dropped at the two emergency checks would determine the scores for the top ten overall. The second time through the hare scramble loop would not be as easy as the first. The course was not as fresh, and neither were the riders. "I came into the hare scramble loop 20 seconds into my minute," said Hines, who was riding an E-Line-equipped '99 YZE250 instead of his usual YZE400F four-stroke. "Knowing what was ahead of me, I just concentrated on riding as fast as I could through the last six or seven miles. I knew I wasn't early, so I just pinned it until I got to the check."

Luckily for Hines, he finished within his minute, though probably just barely. The former National Enduro Champion was the first rider to ever finish the HVMC Mohawk Enduro without dropping any points. "The terrain was beautiful. The weather was great. Good conditions all around, and I really liked the hare scramble section," said Hines after dropping a grand total of only three seconds to earn his second career zero for a NETRA Enduro.

Neff wasn't so fortunate, as he experienced engine trouble with only the final few miles to go, ending the possibility of a



Kemp Stewart cranked his Husky into second place in the A Lightweight class.

zero score for himself. Madore dropped a 2 in the final section to take second overall, followed by New England's ISDE hopeful Kelly, who also dropped 2 for third overall and A High Point. Rick Claxton, Dave Gunn and Dave Carlson, Jr. all dropped 3 to take fourth, fifth and sixth, respectively. High Point honors in the B class went to KTM rider John Cardozo from the Light class, with a spectacular score of 4 points, followed by Vet rider David Bonsall on his Kawasaki with an 8, and KTM rider Dave Harris from the Bantam class with a 9. High Point C was awarded to Senior rider Hal Cardozo on his KTM with a 10, with runner-up honors going to Vet rider Chris Schucht on his Suzuki with an 11. The Super Senior class was headed up by Keith Goodell on his CRE with a score of 22, followed by Gordon Razee on his Honda with a 29. Kawasaki rider Dawn Silva took the win in the Women's class with a score of 36.

Scoring took a little longer than usual, since the club had so many riders to score and had to make adjustments after deciding to toss check 2. Trophies were handed out at 5:00 and the Brodie Mountain Ski Area was cleared out by 5:30. The new starting area worked very well, with plenty of parking and lots of room to hang out inside at day's end. The Hoosac Valley Motorcycle Club and co-trail bosses Ed Bishop and Glenn Guimara would like to thank Tech Tubes, Torco Oils and Pub Racing for sponsoring the event. ■

Mohawk Enduro Class Results

Overall High Point

K. Hines 0 YZE

A High Point

J. Kelly 2 Hus

B High Point

J. Cardozo 4 KTM

C High Point

Hal Cardozo 10 KTM

AA

1 K. Hines 0:03 YZE

2 J. Madore 2 Yam

3 R. Claxton 3 Hon

4 D. Gunn 3 KTM

5 B. White 4 CRE

A Bantam

1 J. Senecal 4 Yam

2 D. Szlachetka 5 KTM

3 P. Tanner 7 KTM

4 D. Olsen 10 KTM

5 M. Cyr 13 Kaw

A Light

1 J. Kelly 3 Hus

2 K. Stewart 7 Hus

3 R. Peterson 8 CRE

A Heavy

1 D. Carlson 3 Hon

2 J. Mitchell 5 Hon

3 B. Drummy 8 Hon

A Four-Stroke

* No Entrants

A Veteran

1 D. Kelley 7 Hon

2 K. Held 3 Suz

3 G. Wurlitzer 15 Hon

A Senior

1 J. Randall 11 Yam

2 K. Monahan 24 KTM

3 J. Stoddard 2ck.7 KTM

B Bantam

1 D. Harris 9 KTM

2 C. Borovicka 10 KTM

3 A. Fabiano 12 KTM

4 D. Douchette 12 Kaw

B Light

1 J. Cardozo 4 KTM

2 A. Ross 12 KTM

3 S. Hoginski 14 CRE

4 E. Landon 15 Kaw

5 B. Stadler 17 Hus

B Heavy

1 P. Armstrong 15 CRE

2 M. Stone 28 Hon

3 P. Vanryswood 38 KTM

B Four-Stroke

1 J. Grant 15 Hon

2 R. Sagun 21 Hon

3 J. Green 25 Kaw

B Veteran

1 D. Bonsall 8 Kaw

2 B. Edwards 15 Yam

3 D. Dugas 18 Kaw

B Senior

1 S. Zdon 18 KTM

2 B. Foster 23 Hon

3 P. Anania 24 Hon

C Bantam

1 B. Stadig 15 Kaw

2 Heidi Landon 17 Kaw

C Light

3 B. Chenail 38 Kaw

4 P. Belanger 65 Kaw

C Heavy

1 C. Bitgood 25 CRE

2 F. Frey 26 KXE

3 D. Smith 35

4 T. Bowyer 51 Suz

C Four-Stroke

1 C. Simger 17 KTM

2 J. Miller 32 Hon

3 E. Jarvis 33 KTM

4 G. Howe 34 Suz

C Veteran

1 C. Schucht 11 Suz

2 C. Smith 13

3 T. Cooley 21 KTM

4 N. DeSisto 27 KTM

5 M. Ceravolo 29 Kaw

C Senior

1 H. Cardozo 10 KTM

2 C. Kennedy 19 Suz

3 J. Fluckiger 25

4 K. McKenzie 41 KTM

5 F. Michel 64 Hon

Super Senior

1 K. Goodell 22 CRE

2 G. Razee 29 Hon

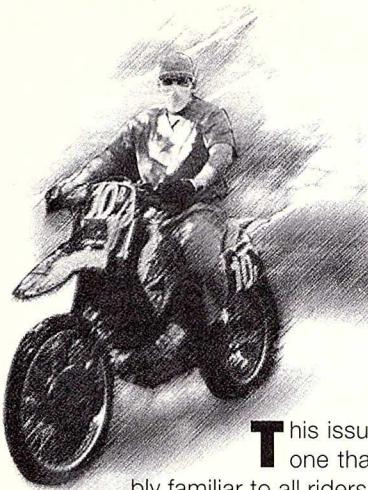
Women

1 D. Silva 36 Kaw

2 M. Parkes 57

by Dr. Steve Augustine

Clavicular Fractures

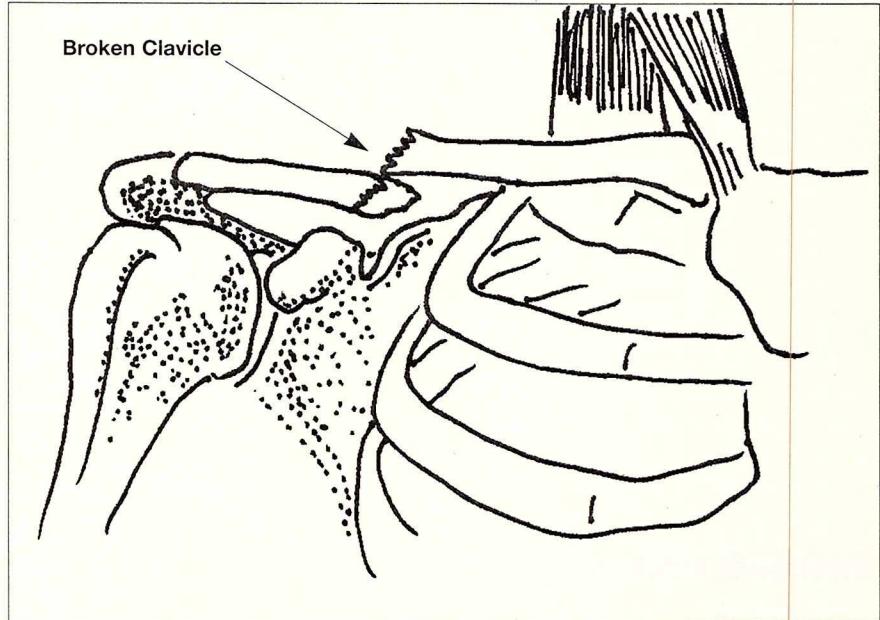


This issue's topic is one that is probably familiar to all riders. Injuries to the clavicle are very common in motorcycling and can cause a lot of pain and lost riding time. Everyone who rides has either broken his or her clavicle, or knows a rider who has. The clavicle, or collarbone, as it is commonly called, is a long, slightly curved bone that links the shoulder and arm to the trunk of the body at the sternum (breastbone). It gives support to the shoulder so it can function at full-strength.

Clavicle fractures make up about 10 percent of all fractured bones in adults, but they are the most commonly fractured bones in children. Most (80 percent) occur in the middle of the bone because it is the weakest area. The break can happen from a fall onto the shoulder (87 percent), from a direct blow (7 percent), or from a fall on an outstretched arm (6 percent). They usually happen from a fall onto the tip of the shoulder, like after you've been racing for two hours and arm pump makes you too weak to hold onto your grips after you thought you might catch some air time. Instead of a smooth landing, you find yourself ready for impact, shoulder first.

But let's say you're agile and "lucky" enough to actually get your arms out in front to break your fall. Unfortunately, you're still screwed because this is another way to break the bone. The forces from the ground are transferred up your arm and into your shoulder. This causes the fracture at the weak part of this bone.

The final way to get this nasty fracture is to actually sustain a direct blow to the clavicle. Because the clavicle is superficial (just under the skin) and has little coverage by muscles, it is easily fractured by a direct traumatic blow. Imagine the typical tight woods sections that we all have nightmares about



before the race. You know the ones, with about 30 inches of distance between the trees. You cut your bars down but it's still not enough and you think you can squeak through, but you catch your bark buster and your bar jolts toward you as your momentum carries your body right into the tree. The front of your shoulder tries to break through the tree! We all know who loses that battle.

The diagnosis of a clavicle fracture is easily made by the history of a fall onto the shoulder or a direct blow to the shoulder combined with pain, swelling and bruising over the area. It will be painful to move the arm at all. There may be a large bump seen on the collar bone depending on how far displaced the bone ends are from each other. X-rays will confirm the diagnosis.

Treatment of clavicle fractures is usually nonsurgical, requiring either a brace or a sling; surgery is rarely required. However, surgery is indicated for a few reasons: if the end of the bone

breaks through the skin, if the bone is displaced and pressing on a nerve or blood vessel, if the break is in an area that typically has trouble healing or if the bone just won't heal. In these cases, the fracture is usually fixed with a plate and screws. The brace that is commonly used is called a "figure-eight" brace and is not tolerated well by patients because it is uncomfortable and irritates their skin. Studies have shown that immobilizing the arm in a sling gives results as good as treatment in the brace, and is more comfortable.

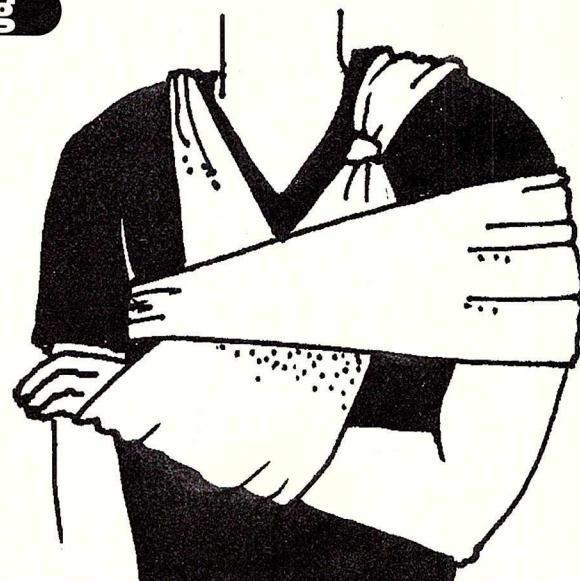
Initially, ice is helpful for swelling and pain control. Your doctor will usually prescribe some pain and anti-inflammatory medication. The sling is usually worn for 4 to 6 weeks and the pain gradually lessens with time, but may last for months. After the fracture has healed (about 4 to 6 weeks) and repeat X-rays show good healing, range of motion and strengthening exercises are started in a physical therapy program. You can usually return to riding when you are pain-free and have full motion

and strength (about 2 to 3 months after the injury).

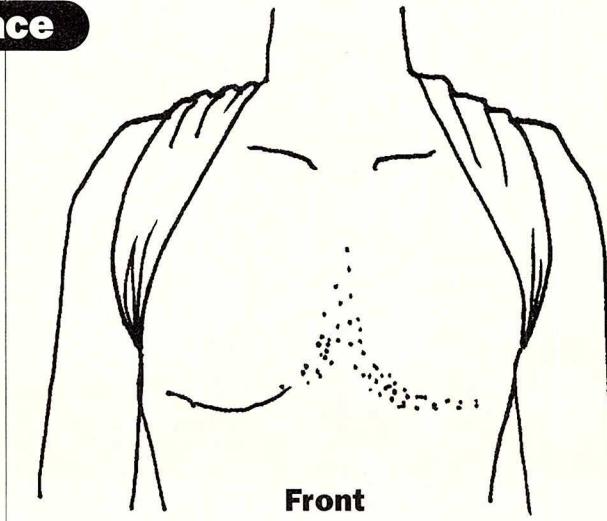
Fortunately, if you do fracture your clavicle, 95 percent of the time it will heal without a problem and there is minimal functional impairment. Sometimes the bone won't heal, though. This is called a nonunion of the fracture. The fracture is considered a nonunion if it has not healed after 16 weeks. If this happens, surgery is necessary to stabilize the fracture so there is no motion at the fracture site. Again, this is done with a plate and screws. A bone graft is also done to stimulate healing. Another problem with these breaks is that they sometimes heal in a position that causes a deformity that results in a large bump. It rarely causes any functional problems and is usually only a cosmetic problem, which I'm sure is a big concern to all of you who model bathing suits when you're not racing.

Clavicle fractures are painful injuries that usually heal without causing any significant functional problems that would interfere with your riding abilities. Sometimes surgery is required, but the majority of the time a sling is all that is needed. If you're out riding and you, or someone in your group, is unlucky enough to crash and you think it might be a clavicle fracture, the most important thing to do is immobilize the arm. Use a towel or jersey to make a sling that is wrapped around the neck and around

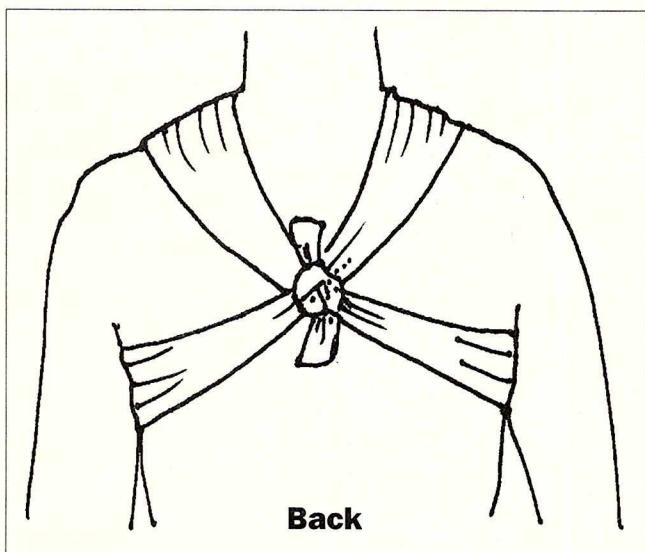
Sling



Brace



Front



Back

the wrist of the shoulder that hurts. After the sling is in place, you can wrap the arm to the body. Get ice on the area right away and head to an emergency room as soon as possible for X-rays and medical care.

The best way to prevent this injury is not to crash, but we all know that's impossible. So please invest in a set of chest/shoulder protectors to cut down your risk of injury. When you do bail, resist the urge to stick out your arm to break your fall—you'll just succeed at breaking your clavicle. If possible, try to tuck your head and shoulder, rolling (somersault style) with the fall, and landing on your back. As always, ride in a group so that if you do injure yourself, you have some help readily available.

Ride On! ■

Do you have a question about dirt bike-related injuries? If so, write to us at Trail Rider Cycle Surgeon, P.O. Box 2038, Medford Lakes, NJ 08055. You can also e-mail us at trmagazine@prodigy.net. If we print your question, we'll find something cool to send you.

NETRA Enduro Series

Pete Tanner finished second overall at Cockaponset after wandering off the course for a short bit.



Cockaponset Enduro

Dave Gunn usually rides GNCC events, but took fifth AA at Cockaponset.

By Joe McLaughlin

Photos by Mark Baer

Round 10 Chester, CT 10/18/98

After taking his fifth win in six attempts at the previous round, Razee/E-Line/Factory Connection/Moose/Shoei/Spectro/Scott-sponsored Kevin Hines had an 8-point lead over Yamaha rider Jerry Madore, and was certainly favored to win the 1998 Salmon River County Riders' Cockaponset enduro. Missing a turn in the second section would cost him the win, but a third-place finish with Madore finishing seventh helped Hines to extend his lead to 14 points with two rounds remaining.

A new start area and sunny, warmer-than-usual weather welcomed the 160 riders who came to contest round 10 of the 1998 NETRA Enduro Series. Doug Douchette, co-trail boss of the Cockaponset enduro, explained that there was a scheduling conflict with the traditional starting area, but added that the event would be back at Camp Hazen next year.

With a two-week break since the last round, the leaves had plenty of time to conceal the details of the trails. Eventual overall winner Morel Husqvarna/Tech Tubes/Torco/WER rider James Kelly said, "I was on minute 2, so the leaves were



almost completely covering the trail during the first loop, and it was really slick out there in the morning. Having the trail all covered with leaves forced me to pay really close attention to the arrows," he added, "so I didn't miss any turns all day, like some of the others did." Staying on course proved to be the difference on this day.

This year's course didn't give the riders any chance to warm-up the bikes on the road like some of the prior Cockaponset enduros. The riders were immediately treated to a damp, rocky 2-mile section of technical singletrack trail. The 30 mph speed average in this short section was enough to make everyone drop at least a couple of points. Hines bested the field with a score of 2:46, followed by Kelly with a 3:01. Next best were Razee/Torco rider Hans Neff with 3:03, KTM/Razee's/C-Cycle/Moose rider Jason Cayer with 3:07, Madore with 3:08, and Tech Tubes' Bob White with 3:23. Several other riders posted scores of three-and-change, including Kemp Stewart, Bill Drumme, Dave Gunn, Jim Mitchell, Razee's Pete Tanner and B-rider Dave Dugas.

Just about everyone zeroed the next check-in, with the exception of Cayer, who posted a 1-minute burn. The section sent the riders at 24 mph through Beaver Meadow. It was in this section that several riders, including Hines, missed a left turn arrow that was posted half-way up a rather steep hill. "There were a few riders stuck on the left-side of the hill, which is where the arrow apparently was," explained Hines. He continued, "I had a clean shot up the hill to the right, and I never saw the W, so I kept going for about a mile and a half before I figured out that I must've missed a turn."

Unfortunately, a few other riders found the same fate. New England's ISDE contestant James Kelly didn't miss the turn, and quickly claimed the lead with a 2:21, followed by Dave Dugas with a 3:10. Madore and Tanner followed with 3:32 and 3:40, Cayer with 3:52 and Neff, Mitchell and Drumme trailed through with 4, 5, and 5, respectively. Hines and White both dropped 7 after missing the turn.

The next section consisted of a rocky power line run at 24 mph along with some single- and double-track trail. The 5-mile section took 1 point from Kelly, Hines, Drumme, White, Madore and Gunn and 2 points from Tanner, Dugas, Neff and Stewart.

The next section consisted of the club's famous motocross-style sandpit, but it unfortunately had to be thrown out after protest. The confusion was caused because the club had hung arrows in both directions, since

One Short Day Down, Six Long Days To Go For Kelly

they were running the sand pit in one direction during the morning loop, and in the opposite direction during the afternoon loop. Several riders found this rather confusing, and the club conceded to the protesters.

A 10-minute layover followed, with easy-going trails and tar roads winding the riders into the official gas stop. A known control leaving the gas stop gave many riders a chance to get back onto their original minutes to ride the first section over again. With a 24-mph speed average this time through, Kelly, Hines, Drumme, White, Gunn, Neff and Stewart all dropped 2, followed by Tanner, Dugas and Mitchell with 3.

From there the course flowed through some double-track trail to the rocky and technical Airport section, where a point was taken from the fastest riders. Then it was into the sandpit and some quick singletrack trail for the last three checks. With a total of 15 checks over 61 ground miles, the short sections provided some really tight scores at day's end. Husqvarna's James Kelly took his career first overall win, coming out on top with a score of 11, followed by another career-high finish of second overall and High Point A for Razee/KTM Pete Tanner who beat Kevin Hines

Rock-hopping Jerry Madore finished third AA.



Jim Mitchell rode his XR to second place in the A-Four-Stroke class.



Cockaponset Enduro Class Results

Overall High Point

James Kelly	11	Hus
High Point A		
Peter Tanner	14	KTM
High Point B		
David Dugas	16	Kaw
High Point C		
Chris Bitgood	33	Hon
AA		
1 Kevin Hines	14	YZE
2 Bob White	16	Hon
3 Jerry Madore	17	Yam
4 Hans Neff	17	KTM
5 Dave Gunn	17	KTM
A Bantam		
1 Pete Tanner	14	KTM
2 Mike Peristere	19	Yam
3 Dean Olsen	19	KTM
4 Darrel Szlachetka	20	KTM
5 Daniel Cowan	35	Kaw
A Light		
1 James Kelly	11	Hus
2 Kemp Stewart	17	Hus
3 Mike Nash	20	Hon
4 Raffi Peterson	20	Hon
5 Paul Courville	20	Hus
A Heavy		
1 Bill Drumrey	16	Hon
2 Jim Mitchell	17	Hon
3 Tony Mazur	19	KTM
4 Bill Sironen	20	KTM
5 David Carlson, Jr.	25	Hon

A Four-Stroke

1 Jerry Shinners	ck.8	Kaw
A Veteran		
1 Geoff Wurlitzer	18	Hon
2 Dave Kelly	19	Hon
3 Fred Goldberg	20	Hon
4 Richard Seymour	22	Hon
5 Martin Griff	25	Yam
A Senior		
1 Roger Rodrigue	19	KTM
2 Jim Stoddard	23	KTM
3 Jerry Randall	24	Yam
4 Kevin Monahan	28	KTM
5 Fred Burnham	38	KTM
B Bantam		
1 Cory Borovicka	20	KTM
2 Jonathan Larabee	20	KTM
3 Mark Bouvier	23	KTM
4 Anthony Fabiano	24	KTM
5 David Harris	26	KTM
B Light		
1 James Robertson	20	Hon
2 Larry Silvia	22	Kaw
3 Bob Stadler	25	Hus
4 Alan Ross	25	KTM
5 Scott Hoginski	27	Hon
B Heavy		
1 Scott Harrington	22	KTM
2 Jim Copeland	22	KTM
3 Glenn Giumarra	30	KTM
4 Doug Simone	33	KTM
5 Alan Goodale	34	Kaw

B Four-Stroke

1 Rick Sagun	25	Hon
2 Austin Jalbert	25	Hon
3 Jim Green	30	Kaw
4 John Considine	39	Yam
5 Tom Smith	53	Hon
B Veteran		
1 David Dugas	16	Kaw
2 Ronald Smith	24	Hon
3 Jeff Cote	28	KTM
4 Gary Ryan	28	KTM
5 Richard Mitchell	30	Hon
B Senior		
1 Bob Foster	22	Hon
2 Bob Kamay	31	Kaw
3 Peter Anania	34	Hon
4 Dave Mathisen	28	Hus
5 Steven Zdon	46	KTM
C Bantam		
1 Walter Morales	48	Kaw
2 Gary Bill	54	KTM
3 Marco Kornfield	63	Kaw
4 Artie Bolmos	73	Kaw
5 Jeb Mazzoto	63	Kaw
C Light		
1 Chris Bitgood	33	Hon
2 Scott Lussier	38	KTM
3 Frank Frey	39	KXE
4 David Smith	55	KTM
5 Ted Bowyer	61	Suz
C Heavy		

C Heavy

1 Robert Limmer	37	KTM
2 Donald Marcotte	43	Hus
3 Eric Jarvis	46	KTM
4 Stephen Tanzella	49	KTM
5 Walter Podiak	51	Kaw
C Four-Stroke		
1 Dave Oram	42	Yam
2 Andrew Wyzkowski	42	Hon
3 Dave McKosky	46	Kaw
4 Ricky Jazos	52	Kaw
5 Jamie Bennett	56	Kaw
C Veteran		
1 Ray Gamache	37	Hus
2 Stephen Mansfield	39	Kaw
3 Nick DeStito	41	KTM
4 Dave Wernersbach	41	KTM
5 Gene Howe	42	Suz
C Senior		
1 Hal Cardozo	35	KTM
2 Mike Mumford	36	Kaw
3 Jeff Fluckinger	41	KTM
4 Bob Drapcho	51	Kaw
5 Karl Woodman	52	Suz
Super Senior		
1 Gordon Razee	29	Hon
2 Ernie Mellor	43	KTM
3 Peter Haviland	45	KTM
4 Jack McGrath	59	Hon
5 Paul Lussier	60	KTM
Women		
None Entered		

KTM ROCKS!

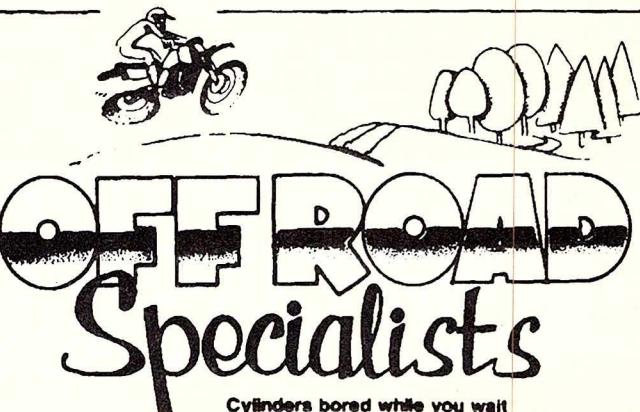
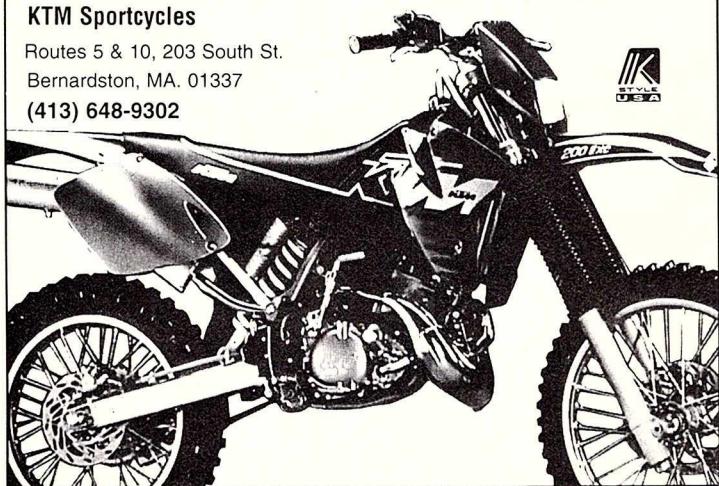
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on tie-breakers with a 14.

A win for James Kelly couldn't have come at a better time, with only two weeks to go before leaving for this year's ISDE in Australia. "I've been training a lot and riding a lot in preparation for the Six Days," stated Kelly. "I thought the course was pretty well laid-out and was glad to see it was still in good shape for the second loop," he added. "It would've been nice to take a win without the other guys getting lost. I'd rather flat-out beat everybody." A win is a win in my book, and Kelly is obviously very serious about training for the Six Days, since he was out riding his mountain bike for about two hours after the enduro, before heading home to play in a soccer game!

B-Vet Kawasaki rider Dave Dugas had his own career-best day, taking a surprising 4th Overall and High Point B with a 16. Dave's day is a funny story: Showing up a little late at 8:05, Dave found out he was on minute 1. He shot up to the start check about 6 or 8 seconds after his row left. When he got back, he had to turn in his score card, change out of his gear, load his bike and leave to make it home in time for

his son's birthday party. He didn't even know how he did until his friends brought his trophy home for him that evening. Basically, he was in a hurry all

With only two rounds remaining, the battle for the Grand Championship remains tight. Seven riders have a mathematical chance at the title, with Hines on top, Madore 14 points behind, and Cayer trailing by 26. As the weather gets colder in New England, we will find out who will be able to pull it all together.

day long, and it just happened to pay off for him!

Bill Drummey (5th Overall, A-Runner-up) and Bob White also scored 16, with Jerry Madore, Hans Neff, Jim Mitchell, Kemp Stewart and Dave Gunn rounding out the top 11 with 17 each. Runner-up honors in the B class went to KTM-mounted Cory Borovicka out of the Bantam class with a 20 point score. In the C class, Light class Honda rider Chris Bitgood took home the C High Point with a score of 33. Chris was followed by Senior class rider Hal Cardozo on his KTM with a 35. Gordon Razee topped the Super Senior class on his Honda with a 29, followed by KTM rider Ernie Miller with a 43.

With only two rounds remaining, the battle for the Grand Championship remains tight. Seven riders have a mathematical chance at the title, with Hines on top, Madore 14 points behind, and Cayer trailing by 26. As the weather gets colder in New England, we will find out who will be able to pull it all together.

Hats off to co-trail bosses Doug Douchette and Steve Shepherd and the rest of the Salmon River County Riders for putting together another classic Cockaponset. ■

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1997 Yamaha WR 250, long rod kit. asking \$1800. Call for extras, 973-728-1286.

1996 KTM 360 Many new parts, Factory

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1997 Honda XR400 Good cond., many extras, \$3000 obo. **1996 KTM 250EXC** Pro Action susp., FMF pipe, well maint., \$2500. (717)385-5105.

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completely rebuilt, '95 graphics & seat cover, all guards. \$2200 obo, (401)568-8552.

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1990 Kawasaki KDX200 absolutely mint cond., never raced or abused. Looks like new, \$1600 firm, (914)271-4812.

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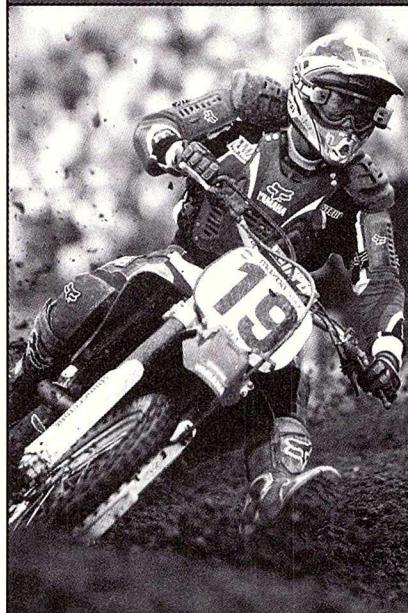
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by Mark Uth

The Proverbial \$10 Question

Hardly a week goes by without someone bringing up the well-worn riders' query, "What bike should I buy/race/ride?" It's prime bench racing fodder, especially in the off-season, during which many riders are in the natural process of evaluating their fortunes and finances in anticipation of next spring's roosting. Of course, after an offering of fermented beverage (a small price), I often find myself partaking in such deliberations, more than willing to lend my two cents worth. The magazine business affords a unique opportunity to get quality time aboard a wide variety of mounts without the usual strings attached (like actually buying them). In the process, we've formed a considerable database of experiences and philosophies as to where specific types of bikes work well, and where they don't. Sure, personal preference and riding style always play a prominent role. Nonetheless, there are still quite a number of conventions that cross traditional boundaries, and in the process might even give some insight as to what sled might make your best purchase.

EVALUATING YOUR KARMA

Before even considering various bike options, you've got to take an honest look at your personal being—what kind of rider you are and where you typically ride. We've all seen the mistakes. Big guys on tiddlers, lightweights on CR500s, four-strokes being raced (oops, that one doesn't apply anymore), etcetera. It's surprising how some riders are willing to kid themselves, or they don't really give enough forethought to the real question: "What bike is most suited for me?" Prime examples of this phenomena are plentiful, as some riders might be blazingly fast on one type of bike, but can barely get out of their own way on others.

There are some generalizations that add metrics to our quest, and individual size is certainly near the top of that list. It plays a fairly significant role, both weight and height, although for this exercise, we'll limit our consideration to the girth factor. The reason for this is simple: bike manufacturers don't cater to the

demands of the extremely tall or short in stature. Sure there are some smaller-size bikes on the market, aimed at the novice adult or youth rider. Mostly foo-foo bikes, that is. On the other hand, full-size dirt bike ergonomics don't radically diverge from one to another, so a rider of average height should have little difficulty with saddle height and seat/foot peg positioning. Yes, there are differences and accepted preferences, mostly subjective in nature.

Rider weight, however, is a quantitative parameter that will directly relate to displacement and horsepower choices. Obviously, larger girth generally demands more horsepower and that comes easiest from larger displacement. Subsequently, riders weighing much more than 200 pounds are going to find themselves frustrated, more often than not, aboard 125cc powered bikes. If you're a big guy, then a 250cc or larger two stroke, or 400cc or larger four-stroke is probably

the way to go. Some riders complain of starting difficulties with bigger bore bikes, however starting ease is often equated to how much boot you can get into it. Bigger riders have an advantage here too.

Physical conditioning, stamina and that all-important "additude" are important considerations as well. This is a predominant factor when considering a 125 or thumper, for a couple of reasons. There are no two ways about it, 125s can make you feel like a hero. There's a certain forgiveness associated with riding a 125, a result of an inherently flickable, light weight chassis and associated quick handling. Nearly all riders find that they can go harder and farther on a 125. Problems occur when one's disposition (read: willingness to ride like a lunatic) conflicts with the necessity to wring the motor for all it's worth in order to keep things moving. Let down that aggressiveness for one instant and you could be pushing. On top of that, even after all of this motor abuse and such, you still might not actually be going all that fast. For many, it sure as hell feels that way and that's good enough. However, I'm convinced that many faster 125 pilots are actually trading short term speed for long term endurance, and this might be a good game plan in many events or situations. Consistent racing success is seldom tied to results in the first section or lap, but rather who's still cranking at the end of the day. From this perspective, 125s surely have an advantage, and in the right hands, with the right build and temperament, a 125 will easily provide a full day of fun or a trip to the winner's circle.

From some perspectives, four-strokes are most suited to exactly the opposite type of rider. The heavy weight of a thumper takes its toll in longer rides and races, so you had better be in shape if you intend to ride one in anger. However, this will never become a factor during laid back trail riding, while positive attributes like tractability, fuel range and constitution all weigh in favor of the thumper. Granted, there are plenty of riders who compete successfully aboard four-stroke dirt bikes.

This Editor's Choice

Preferred off-road MXer:
YZ250

Preferred off-road enduro bike:
Toss-up between KTM 250 EXC and KTM 200
(the jury's still out)

Preferred off-road small-bore racer:
KTM 200 (by a landslide)

Preferred off-road play/trail bike:
KDX200, XR250

Preferred off-road open class two stroke:
KTM 300, Husky 360

Preferred off-road 1/2-liter thumper racer:
Perhaps the new Yamaha TT250? We'll see...

Preferred off-road mid-size thumper
(trail riding and enduro):
Husky 410

Preferred off-road mid-size thumper
(hare scrambles, cross country, desert):
YZ/WR400

Preferred off-road open class four-stroke:
Surely you jest.

Preferred off-road dual sport:
Converted XR400

However, how many of those riders are truly faster on the thumper than they would be on a two stroke? Not many.

But we're not hung up on just racing here, and quite frankly for trail riding, it's easy to make a case. Some might say that you can be a lot lazier on a four-stroke, letting the motor and momentum chug over slippery trail obstacles at subidle speeds. Additionally, good bottom end torque allows higher gearing choices that permit decent cruising speeds in connectors between sight-seeing or exploring. Also, for the recreational rider, the low maintenance requirements of four-strokes are renowned, top-ends often lasting for many seasons before needing servicing.

Riding venue, terrain and associated duty cycle are expected pieces of the equation as well. What type of riding do you prefer and under what conditions? How often and for how long? Obviously the demands of riding in a sand pit within sight of the truck are considerably different than making long loop rides. Other factors include high speed versus technical, rocks versus sand or loam, trail riding versus racing (or even the type of racing). All of these considerations affect things like fuel range and the need for bike-mounted accessories (instrumentation, spark arrestors, kickstands, electrical power for lighting and other appliances, etcetera). Finally, if public land plays a major role in your riding, there are bike requirements associated with legalization and road worthiness too.

Unfortunately, it's a sobering fact that in the end, money is an all-too-important factor in nearly everyone's decisions. More than just purchase price, which for the most part affects new versus used decisions, the availability of technical support, dealer parts or maintenance services can be a factor compounded by dealer proximity. Some bikes are inherently more maintenance friendly or cheaper to maintain. Maintenance requirements impact budget, as does the prospective owner's inherent mechanical prowess.

WHITTLING AWAY

So, now that we're all in touch with ourselves, we can further narrow down our choices. We'll not be far out on a limb in saying that, for racing, the vast majority of riders will best succeed aboard a two stroke machine. The lone exception to this might be higher-speed racing venues. This doesn't overlook recent advances with four-stroke dirt bikes—no,

the fact is, they're still just not quite there yet for tight eastern riding. Maybe we'll reconsider in another year or two.

What type of a ring ding will be best? A closed course machine (MXer) versus an enduro or cross country bike. This is basically a function of the type of racing planned, willingness to undertake enduro conversion projects or registerability of closed course machines in your particular neck of the woods. All things being equal, motocrossers are inherently lighter, and

trail riders who are occasional riders, and for those who might have significant constraints on their riding time or limited access to a bike hauler. Many dual sport bikes now come with electric starting, eliminating the major four-stroke negative of balky starting. They're quiet and legal, great for snooping around small parcels of land in which a two stroke might attract unwanted attention. Additionally, there is currently a pretty good variety of dual sport bike options available from various manu-

••• What type of riding do you prefer and under what conditions? How often and for how long? Obviously the demands of riding in a sand pit within sight of the truck are considerably different than making long loop rides. •••

this is always good. However, the close-ratio transmissions and small fuel cells are a detriment at times. Enduro bikes, on the other hand, generally offer slightly more tractable power bands, wide-ratio transmissions and provisions for all of the off-road accessories needed for the bush. Additionally, enduro two strokes are reputed to be of greater constitution and are often easier to legalize for use on public lands as well. The same logic applies to trail riding, except that the ability to go long and fast might be outweighed by other factors.

On the other hand, dual sport bikes are an especially viable option for beginners or

facturers, the full gamut from foo-foo to pseudo-racer. In all cases, choose motor size to best match rider size and skill level.

All that being said, my personal preference is a bike for every occasion. Hell, I can hop on a Honda CT70 and have fun (for a finite amount of time). However, over a longer duration, more fun can be had on a bike that's most suited to the task at hand. As a result, my "ideal" stable would include a 250 two stroke enduro/hare scrambles racer, an open class berm shredder for breaking trail and a mid-size four-stroke trail bike converted for dual sport use. What, no 125—sorry, not until I drop 20 pounds! ■

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by Ed Hertfelder

Comparisons

This is being written just after "Glenn Week," during which John Glenn took his second space flight. Glenn's first orbital flight was in 1962 when he went up 30 miles above earth and circled the globe.

Glenn's second flight was in 1998, 36 years later when he went up 30 miles and circled the globe; this time he had seven folks to play cards with and he didn't get wet when he landed back on earth.

Now I know we went and landed on the moon, but these orbital efforts leave me confused. To me, it's as if the covered wagon trains in 1849 went west as far as Pittsburgh then circled, circled, circled; they learned a lot about Pittsburgh suburbs, before returning again to where they started.

I'd like to compare our motorcycle development during the same length of time as Glenn's two flights. I realize that many of you readers weren't around during some of this, but a little history lesson couldn't hurt.

In 1962 the only trail riding motorcycle to amount to much was the Triumph. The fact that big Bill Baird was winning the National Enduro Championship year after year on a Triumph 500 might have had something to do with this. Or, possibly, it had *everything* to do with it, as the Matchless, Norton, Ariel and Velocette weren't exactly chopped liver.

And let's not forget to mention the total of one BMW on the circuit that was ridden with some success by John Penton. John had cross-dressed a BSA front suspension on the Beemer, and claimed to be the only rider who never lost time fixing a broken chain.

Let's start this comparison with those chains.

It's a good bet that younger readers have never broken, or even *heard* of breaking a chain. That's probably due to the O-ring technology that wasn't around in the '60s. Before the marvelous O-ring, we trail riders were going out of our way to destroy our chains by fitting chain oilers to our motorcycles. The late lamented British Greeves motorcycle actually had its swingarm tubing drilled and tapped for a fill cap and a controllable needle drip

valve to keep its chain lubricated. A Greeves rider could be easily identified from the rear; he had a narrow black stripe up the left side of his riding jacket and pants. (You did not, ever, give a Greeves rider a lift in your truck.)

We know now that the combination of oil and fine trail dust was introducing a very good grinding compound into our chain rollers.

Every rider carried short, two- or three-link lengths of chain along with a chain breaker and assorted master links and half links. Frank Soltner, it was said, ran with a chain that was half master links and half links he found at various 'fuel available' stops.

Triumph technology was claimed to be state-of-the-art; right, maybe in 1840. Rather than cutting splines all the way around a shaft, they cut one keyway for drive chain sprockets, and one keyway for the cam and distributor drives. Fitted into this pre-historic slot was something called a Woodruff key. These things were priced to whatever the market would bear plus 20 percent.

Most riders, certainly the ones with dominant cheapskate genes, would soon discover that 3-foot lengths of common bar stock could be hacksawed into correct Woodruff length, then contoured nicely on a grinding wheel for a tremendous money savings (plus some inconvenient fingertip burns).

Picking up a sizeable twig in the rear chain could shear Woodruff keys, or bar stock, in a heartbeat. I've seen cases where the expensive Woodruffs sheared neatly, but bar stock keys on the same driveline held nicely.

Getting out of shape in thick brush sometimes left a bird's nest of twigs riding along in a rider's crotch. Lifting the left leg to clear the tank top guaranteed a twig in the chain, and Triumph riders soon learned to never let twigs go overboard on the left side, for it was a straight shot down onto the countershaft sprocket. Countershaft cover? Oh yes, I think the last time I saw it was when I unraveled that 10-foot length of barbed wire back in '61, somewhere near Port Elizabeth, New Jersey, as the tide was

coming in.

Perhaps the biggest improvement we've seen was in the brake department, and we're eternally thankful. We went from a cable-operated front drum brake, whose cable-ends had a life expectancy until the very next time you stalled on a steep hill and were trying to keep the motorcycle from coming back and running you over. One of those situations where you're painfully reminded that foot pegs don't fold forward, and tend to make flat spots on the shins. The cable-end problem was so bad that many riders carried a spare cable taped to the one in use. It's possible that part of the tender cable-end problem was that they were not factory installed. Triumph dealers, at least the closer ones, stocked just one replacement cable; a cut-it-yourself thing more than long enough to fit either the front brake or the clutch. One cable-end was installed, the other end you soldered on after shortening it to fit.

No one will admit this, but I've heard of riders pulling out the inner wire on a new cable, cutting it to the exact length of the broken wire and religiously cleaning, fluxing and soldering the end on, then discovering it wouldn't fit back into the outer cover!

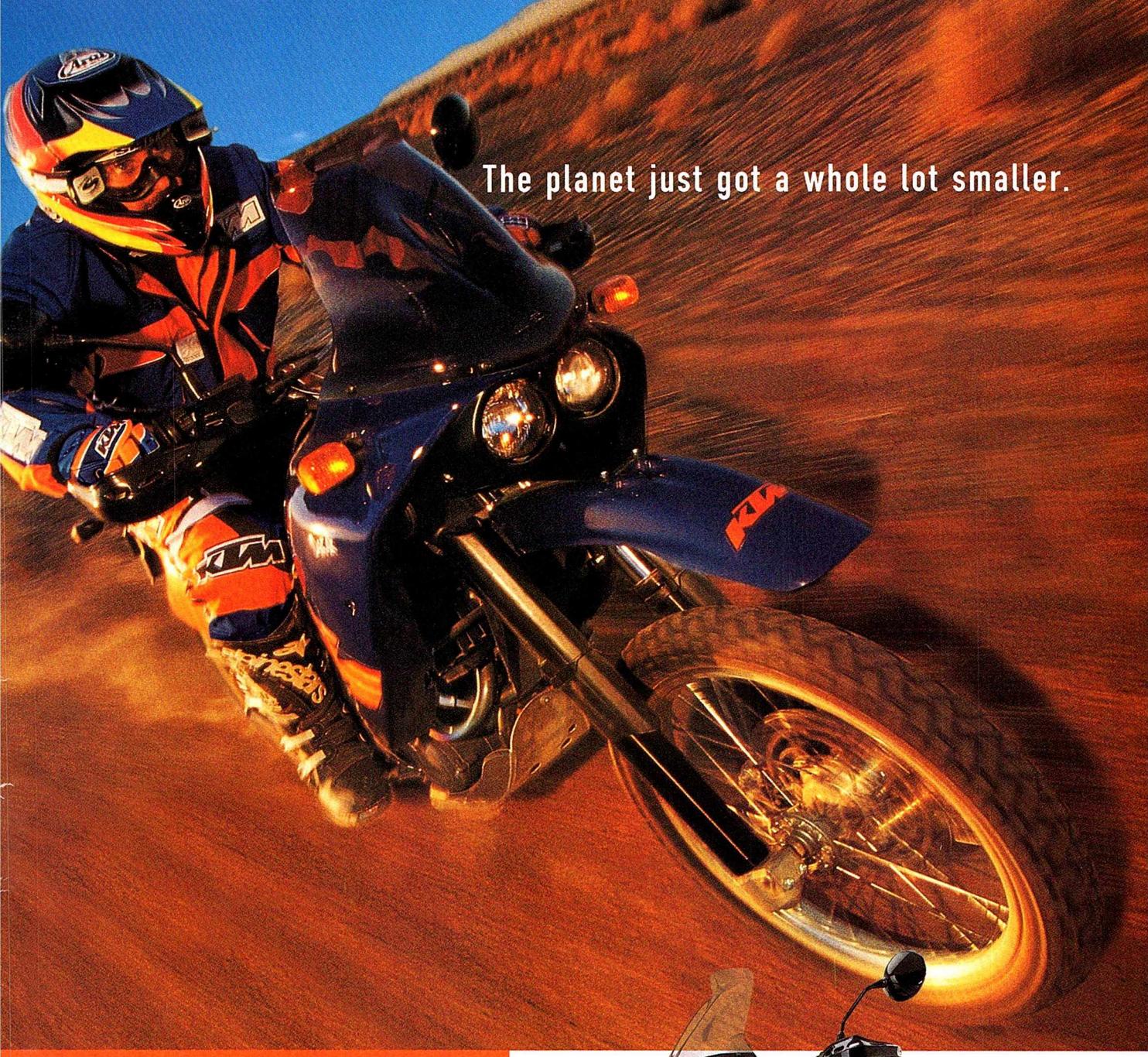
Thankfully, motorcycle manufacturers discovered that drum brakes just wouldn't cut it in wet and muddy conditions and gave us the wonderful hydraulic operated disc brakes.

And if we're sure that Glenn's space shuttle has the ultimate brake technology available at any cost, as I'm quite sure it is, then we motorcycle riders should be glad to learn that the shuttle's brakes are hydraulic discs. Much larger, of course, but exactly the same as we have on our modern motorcycles.

I, for one, am certainly thankful that some of this stuff has spun off down to our level. ■

Ed Hertfelder is a teller of tales, a writer of books, the world's worst dirt rider and a small bore silhouette enthusiast. He can be reached at P.O. Box 17564, Tucson, AZ 85731, and he'd love to hear from you.





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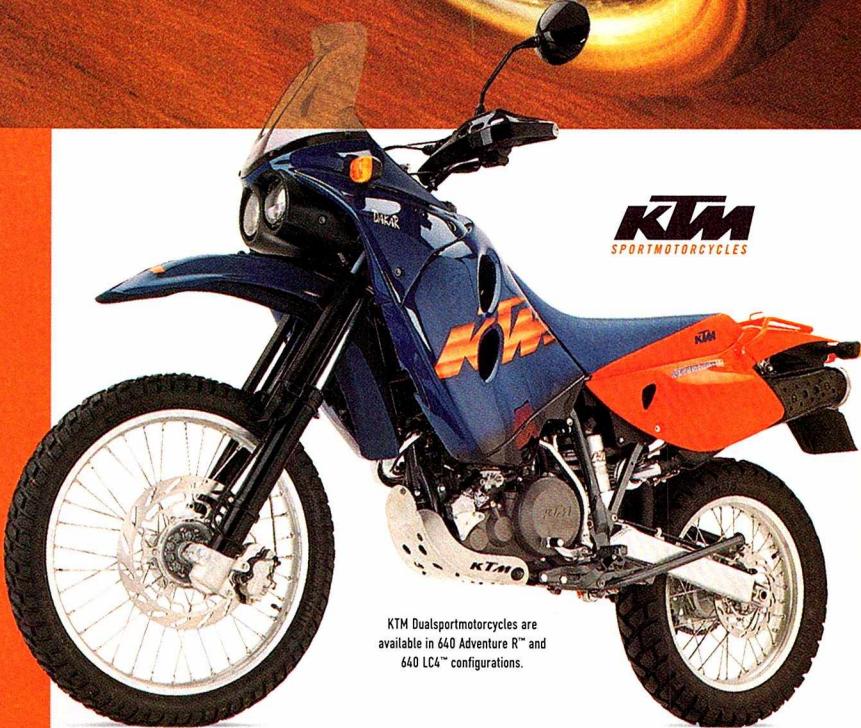
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